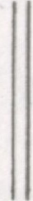


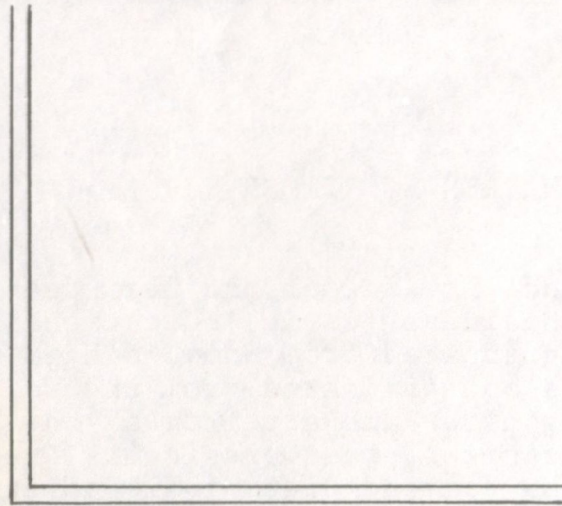


**HAMMOND, INDIANA'S
AMERICAN BICENTENNIAL
YEARBOOK**





***HAMMOND. INDIANA'S
AMERICAN BICENTENNIAL
YEARBOOK***



HAMMOND, INDIANA COMMUNITY
AMERICAN BICENTENNIAL COMMITTEE

\$5.00

1976

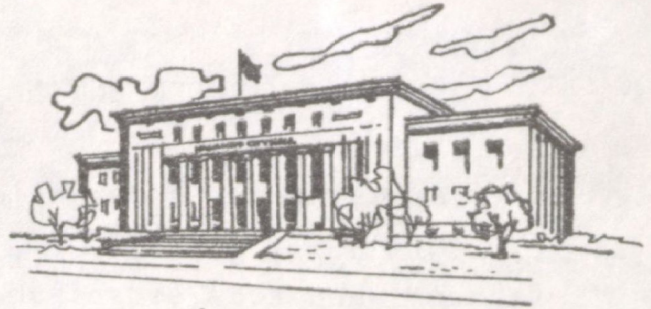


DEDICATION

WARREN A. REEDER, JR.

A native of Hammond, Mr. Reeder had been deeply involved for many years in the business, civic, educational and religious life of the city. He graduated from Hammond High School, attended Wabash College and graduated from the University of Chicago. He was an organizer and director of the Hoosier State Bank of Indiana, an organizer, past president, treasurer and newsletter editor of the Hammond Historical Society, and a past president of the Chicago Civil War Round Table. In 1961 he was named "Realtor of the Year" by the Indiana Association of Realtors.

Mr. Reeder was a member and past president of the Board of Trustees of the Hammond Public Library and a member of the Board of Trustees of the Hammond YWCA. He also served on the Board of Directors of Lincoln Memorial University, Herrogate, Kentucky. He was a member and teacher in the Christian Fellowship Church of Hammond. The author of *No Performances Today*, the story of the Hagenback-Wallace Circus train wreck occurring in Hammond in 1918, Mr. Reeder had just completed the writing of *Hammond, Indiana: From the Beginning to the Bicentennial of the American Revolution* when he suffered a heart attack and died on November 30, 1976.



CITY OF HAMMOND, INDIANA 46320

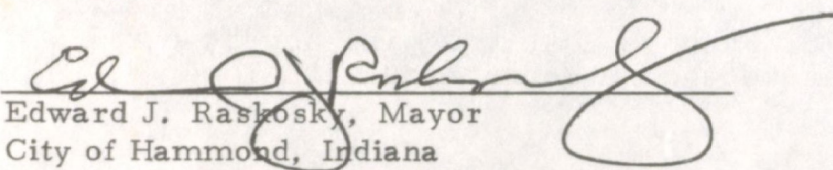
5925 CALUMET AVENUE

PHONE (219) 853-6301

P R O C L A M A T I O N

- WHEREAS, We are celebrating America's 200th birthday and we are aware that: God has shed His Grace upon America, the prayers of the founding fathers have been answered, and we are the recipients of a great heritage;
- WHEREAS, In the first century of America's history, when she was divided by a great Civil War, it seemed that the nation would be destroyed, God answered the prayers of President Lincoln and our forefathers, until we are now the greatest nation upon the face of the earth;
- WHEREAS, We, especially in recent years, with our leaders, have drifted away from God and observance of His commandments and are demoralized because of our sins; and
- WHEREAS, God has promised: "If my people will humble themselves and pray and search for Me and turn from their wicked ways, I will hear them from Heaven and forgive their sins and heal their land" (II Chron. 7:14).
- THEREFORE, Sunday, July 4, 1976, is hereby proclaimed as a day of prayer and thanksgiving to the God of Abraham and Our God, the God in whom we trust and the God who has blessed us for 200 years;
- All people are urged to attend the church and/or synagogue of their choice and keep Sunday, July 4, 1976 as a day of prayer and worship of God.

Signed in Hammond, Indiana this 20th day of May, 1976.


Edward J. Raskosky, Mayor
City of Hammond, Indiana

This proclamation was composed by the Hammond, Indiana Community American Bicentennial Committee.



THE TRICENTENNIAL FUND: A MESSAGE TO POSTERITY

As we prepared our beloved America's Bicentennial celebrations we found ourselves filled with gratitude for the blessings we continue to receive from the foresight and faith of our founding fathers when they established this nation.

We acknowledge their wisdom in establishing the conditions under which our varied types of citizens could use their God-given talents and ingenuity to pursue their own versions of life, freedom and advancement.

The peoples of the world have come to respect the advantages that resulted from the exercise of our freedoms, rights, and responsibilities. As a result we enjoy a prosperity which enables us to share generously and compassionately with other peoples and nations when they are in need. As our forefathers recognized the sovereignty of God and their need to rely upon Him in the establishing of this nation, we believe we also must rely upon these precepts for continued progress into the future.

You are our Future. Just as our ancestors of 1776 and 1876 must have envisioned us of 1976, we in turn dream of you of 2076 as you observe America's Tricentennial. Assuredly you, too, will desire to celebrate the occasion appropriately.

As a testimony of our faith in the God of Eternity, we have established this trust fund for you, our descendants. Part of the money could be used for your pagentry and historical expressions. We hope, however, that the majority could provide scholarships or similar educational incentives for continued advancement of human endeavor. A third part could be re-invested each 100 years in centennials, a kind of continuing confidence from our country's beginnings into the future.

Our Bicentennial program had three parts: Heritage '76, our history; Festival '76, current projects; and Horizons '76 a plan for the future. For that the Tricentennial Memorial Fund seemed appropriate.

To reach our goal of \$1,000, each school student gave about six cents. This will now buy a very small item such as a pencil or package of chewing gum. We have discussed how much each person's gift will be worth in 2076 and we can only wonder at the total amount of the trust fund then because of the many changes expected in 100 years' time.

Young Americans of 2076, we hope that you will accept our gift with the assurance that we thought about you with love.

Katheryn Beckett



THESE PUBLIC SPIRITED CITIZENS AND ORGANIZATIONS HAVE CONTRIBUTED
TOWARD THE COST OF PRINTING HAMMOND'S BICENTENNIAL YEARBOOK



GOLD SPONSORS - \$100.00

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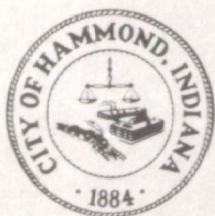
Proceeds of sale of this book after expenses will
be added to the Bicentennial Scholarship Fund.



CONTRIBUTORS

A special thank you to the Craftsmen of the Hammond area for
the restoration of The Little Red School House (Heritage
Project No. 1)

Boilermakers	Local #374
Bricklayers	Local # 6
Carpenters	Local #599
Electrical workers	Local #697
Iron workers	Local #395
Laborers	Local # 41
Painters	Local #460
Plumbers	Local #307
Roofers	Local # 26
Sheet Metal workers	Local #303
Teamsters	Local #142
Northwestern Indiana Building and Construction Trades Council	



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George L. Bocken, Vice-Chairman
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John F. Wilhelm, Treasurer

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Barbara Hooper
Katheryn Beckett,
Chairpersons

Heritage '76 Project #2
(Old 624 Railroad Museum)
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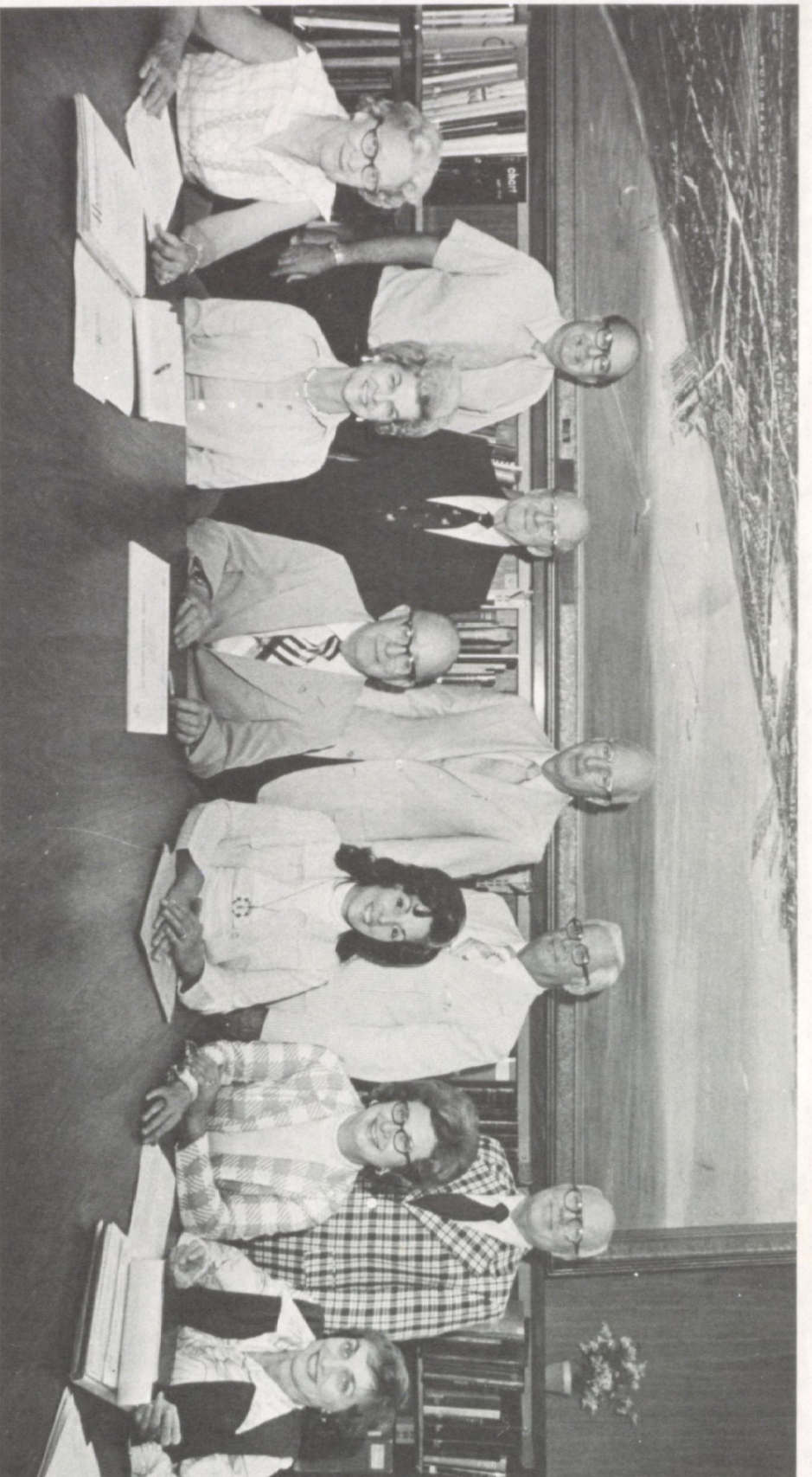
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HAMMOND INDIANA COMMUNITY AMERICAN
REVOLUTION BICENTENNIAL EXECUTIVE COMMITTEE

Front row. L. to R.: Kathryn Beckett, Co-Chairman Heritage '76 Project #1; Mildred Pritchett, Secretary; John Bowlby, Bicentennial Chairman; Barbara Hooper, Co-Chairman, Project #1; Janet Henning, Chairman, Festival U.S.A., Project #2, Music in the Park; Katherine Amick, President, P.T.A. Council.

Back row. L. to R.: Gerald Spitzer, Hammond Public Schools; John F. Wilhelm, Treasurer; Edward B. Hayward, Chairman, Festival U.S.A.; George L. Bocken, Bicentennial Vice-Chairman, James M. Turner, Chairman, Finance Committee.

C O N T E N T S

Hammond Celebrates the Bicentennial of the American Revolution

New World by Charles B. Tinkham

*Hammond, Indiana: From the Beginning to the Bicentennial of
the American Revolution* by Warren A. Reeder, Jr.

Hammond Civic, Cultural and Recreational Organizations



ART WORK

Cover by: Lola Dankanich

Line drawings by: Lillian Jefchak

Photographs courtesy of: The Times, Johné Wauro,
Photographer, Van Kley Studio, Tom McCahon,
Hammond Historical Society and others.

EDITORIAL WORK

Edward B. Hayward

Nancy MacPherson

TYPING AND PICTURE SELECTION

Pat Krezman

Pamela Mitchell

Florence Cleveland

PRINTING

Rand McNally & Company



Hammond Becomes 1st Bicentennial Community - Mayor Joseph Klen (seated) with Bicentennial Committee members, L - R: George Bocken, V. Chairman; John Bowlby, Chairman; Vern Vierk, Wayne Carle and Ed Hayward, Sub-committee Chairmen. 'Times' Photo



HAMMOND BICENTENNIAL COMMITTEE MEETING

HAMMOND CELEBRATES THE AMERICAN REVOLUTION BICENTENNIAL



Hammond was the first city in the Calumet Region to receive formal recognition as a "Bicentennial Community." On October 25, 1974, Hammond Bicentennial Committee Chairman John Bowlby presented an official plaque received from the American Revolution Bicentennial Commission in Washington to Mayor Joseph Klen. George Bocken was appointed Vice-Chairman, Vernon Vierk, Heritage '76 Division Chairman; Wayne Carle, Horizons '76 Division Chairman; and Edward Hayward, Festivals '76 Division Chairman.

Organizational and planning meetings were held at which over two hundred representatives of Hammond's civic, educational, social, religious, fraternal and business organizations were represented. Some of the projects discussed for implementation or promotion were: Completion and dedication of the restored Joseph Hess Schoolhouse. Creation of a railroad museum at the site of "Old 624" steam locomotive. A Bicentennial emphasis for the International Culture Festival sponsored by the Hammond Public Library and Lacaré Art League. A play depicting the history of the Masonic Order to be written, produced and presented by members of Hammond Masonic Lodges. Memorial Day Parades to be sponsored by Hammond American Legion Posts. A variety of displays, exhibits, programs and projects were planned by the Hammond School System, Purdue University and the Hammond Public Library. Publication of an illustrated booklet depicting Hammond's history and the events of the Bicentennial year was proposed with proceeds to be used for a scholarship fund. During 1975 and 1976 most of these plans came to fruition and others were developed. Financial support for Hammond's Bicentennial celebration was sought by the Committee from the city and from the state and national Bicentennial Commissions, but in the end, everything was paid for by individual Hammond citizens or local organizations.

Prior to the Bicentennial year there were many preliminary events in Hammond. School children participated in a contest to design a Bicentennial logo and the winning entries were put on display at the schools and the public library. The Library held an exhibit of Indiana Revolutionary War portraits

furnished by the Indiana American Revolution Bicentennial Committee. A replica of the Liberty Bell was loaned for display by Robert Dalby. Mrs. Peter Danciu crocheted an afghan-like version of the American flag. Children in Room 24 at Miller Elementary School produced a quilt depicting American historical symbols and presented it to "The Little Red Schoolhouse." At Riley School, Cub Scouts Kurt Wilson and James Gavrillos were among pupils who gave patriotic talks. Retiring teacher, Mrs. Virginia Morgan at Edison School was honored by her class with a Bicentennial Play. Participating were Larry Schmidt, Roby Kotcamp, Patty Mannion, Lisa Kissie and Candy Somers.

The Hammond Community American Revolution Bicentennial Committee's official participation in the Nation's celebration began on July 5, 1975 with festivities in connection with the dedication as an Indiana Bicentennial landmark of the 106 year old restored Joseph Hess Schoolhouse. The culmination of over four year's of organization and hard work, Hammond's "Little Red Schoolhouse" is a memorial to generations down the years of what can be accomplished when a few enthusiastic citizens inspired by a patriotic idea gain the unselfish assistance of their community. Beginning with a parade from Purdue University Campus to the sparkling new-old building in Hessville Park, the dedication festivities lasted all day and included a balloon ascension, tours of the school, speeches by nation, state and city officials, a bivouac of 37th Illinois Volunteer "Civil War soldiers," laying of a time capsule, and many other activities.

The Third International Culture Festival sponsored by the Hammond Public Library and the Lacaré Art League was the next Bicentennial event which drew upon the talents of citizens of all the varied ethnic cultures which make up the fabric of the Calumet Region. Held at the Howard Branch Library and Morton High School parking lot September 6 and 7, 1975, this happy affair provided continuous entertainment by over forty ethnic groups and over 80 booths selling or displaying ethnic foods, crafts and art objects and was attended by an estimated twenty thousand people.

A series of films on American history sponsored for the public by the Purdue Calumet Campus Bicentennial Committee was presented monthly starting in October.

THE SPIRIT OF '76



Freedom to Read Exhibit
'Times' Photo



Betsey's Sewing Shop
'Times' Photo



Junior Patriots - Riley School
'Times' Photo



'76 Gift - Tri Kappa Sorority
'Times' Photo

BICENTENNIAL ART AND ARTIFACTS



N.I.A.A. Bicentennial Painting Exhibition
'Times' Photo



Liberty Bell
Robert Dalby, John Bowlby, Mary Lou Kieswetter
'Times' Photo



Lacaré Art League Display
'Times' Photo

HAMMOND SCHOOLS OBSERVE THE BICENTENNIAL



Edison School Class Honors
Retiring Teacher, Mrs. Virginia Moran
'Times' Photo



Quilt Made by 6th graders
Wallace School
'Times' Photo



Eggers School Pageant
'Times' Photo

LITTLE RED SCHOOLHOUSE DEDICATION



Time Capsule Placed by John Bowlby and V. E. Iliff
'Times' Photo



Barbara Hooper Receives "Declaration of Independence"
'Times' Photo



School House Restored
'Times' Photo



School House Interior
'Times' Photo

"Great American Issues," a discussion series sponsored by the Hammond Public Library met twice each month from October through May using as resources readings and audio-visual materials provided by the American Issues Forum.

- 1976 -

The first Bicentennial event in Hammond during 1976 was an Open House at the YWCA's hundred year old headquarters at its Towle House building. The Northern Indiana Arts Association exhibition of paintings by 60 leading American artists who had been asked to paint their responses to American life over the past two hundred years opened in January at the Art Center. It will travel for two years throughout Indiana and Illinois. A display of controversial publications collected by the Intellectual Freedom Committee of the American Library Association and illustrating the American citizen's Constitutional right to freedom of information was sponsored by the Resource Center Program of the Hammond Public Schools and the Hammond Public Library during February. Twenty-two original Currier and Ives prints of life in early America were on display at the Hammond Public Library. The Hammond Historical Society's February program was an illustrated talk by Florence Hammond Cleveland and Alice Brooks entitled "A Trip Down South Hohman Avenue." The time was in the early 1900's.

An original play by Dr. William F. McNabney, a Hammond Public School Administrator, entitled "Masonic Influence on the Early Development of the United States of America" was presented at the Masonic Temple on February 28, 1976. Produced by McKinley Lodge #712 with the assistance of Garfield Lodge #569, the play started with the founding of the Grand Lodge of England in 1717 and depicted the important part Masons played in the American Revolution. All parts were played by members of the two lodges directed by William McNabney.

A mule drawn Prairie Schooner, Indiana's entry in the Bicentennial Wagon Train Pilgrimage to Valley Forge, Pennsylvania, came to Hammond on April 6th under the sponsorship of the Hessville Historical Society and the Hammond Public Schools. Children came with their teachers to see the covered wagon, to tour the Little Red Schoolhouse and to sign the scroll which was to be kept at Valley Forge.

The Hammond Council of Parent Teacher Association's 39th Annual Founder's Day Dinner theme was "The Spirit of '76." Free planting at schools, the logo contest, a Bicentennial lunch program, and arrangements in connection with the appearance in Hammond of the Prairie Schooner were among the many projects sponsored by the Council.

The Timothy Ball Chapter of the Daughters of the American Revolution sponsored a dinner meeting at the Woodmar Country Club. The principal speaker was Victor Goodman, Principal of Lafayette School on the topic "The Constitution and Education." On Good Citizen's Day, February 20, 1976, ten high school seniors in Hammond were award medals and certificates for being chosen "good citizens" at their respective schools.

The Calumet Stamp Club's show "Calpex 1976" held March 6th and 7th at Woodmar Shopping Center featured a commemorative cachet cover on the American Revolution Centennial in 1876.

The Hammond Intermediate Woman's Club program on April 20, 1976 was a program by Mrs. Carl Barr featuring dolls she had dressed in the costumes of the different periods of American history. Mrs. George Eggers presented a painting on the Bicentennial theme.

The Hammond Women's Club selected Bicentennial themes for its programs and sold Bicentennial plates. The Calumet Area Branch of the American Association of University Women sponsored a Bicentennial essay contest in conjunction with the Sigrid Stark Literary Competition. A one hundred dollar prize was awarded for the best entry. American Legion Hammond Post #16 donated copies of "America's 200 Years" to the public library. A mural of the American Flag was painted on their building. The Hammond City Panhellenic Society donated an 1854 edition of Noah Webster's spelling book to the Little Red School House. The Hessville Woman's Club developed a red, white and blue flower garden and donated other plantings to the Hessville Nature Center. The Optimist Club of Hammond presented American Revolution Bicentennial flags to each Hammond High School.

The League of Voters of the Hammond Area published revised versions of the "Lake County Government Booklet," and the "Hammond City Government Booklet" and distributed them through schools, libraries and other outlets. Woman Alive! Inc. observed the Bicentennial with a visit to the New American Gallery of the Chicago Art Institute.

BICENTENNIAL PARADE AND BIVOUAC

37th Illinois Volunteers
John E. Wauro



Hammond Orak Shriner
Greets Parade Watcher
John E. Wauro

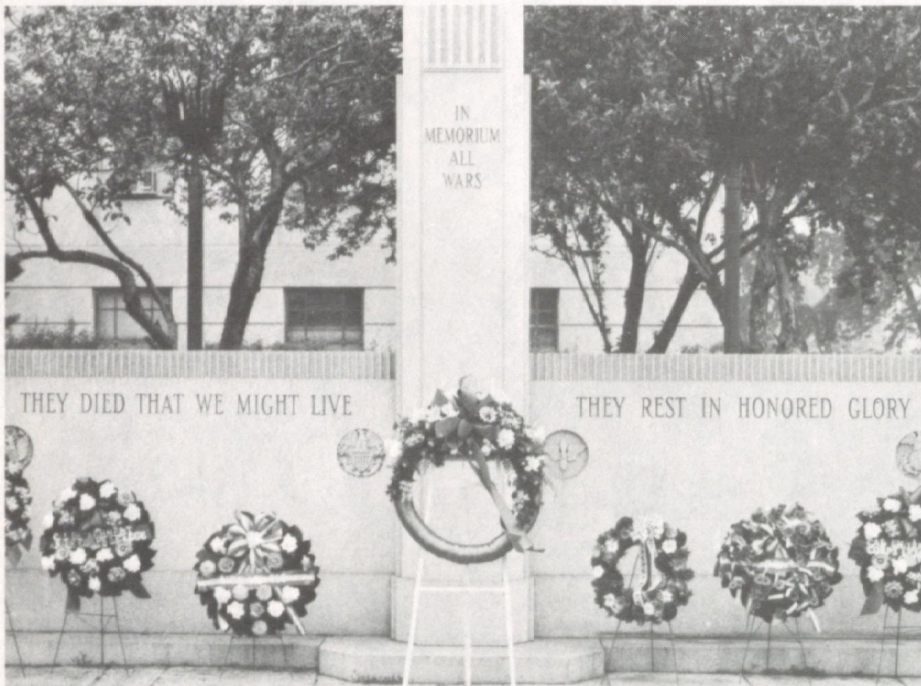
HAMMOND MEMORIAL DAY OBSERVANCE



Memorial Day Parade
John & Wauro



Presentation of Colors
Tom McCahon



Veterans' Memorial
Tom McCahon



Bicentennial Commissioner's Address
Tom McCahon

YOUTH ACTIVITIES



Indian Heritage Theme
Scout Jamboree



Scout Flag Dedication



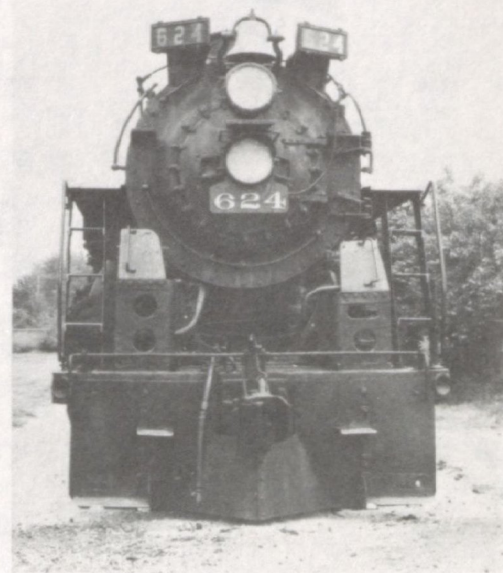
Official Bicentennial Uniform
'Times' Photo

HAMMOND RAILROAD MUSEUM GROWS



Train Museum Committee With Mayor Raskosky

Tom McCahon

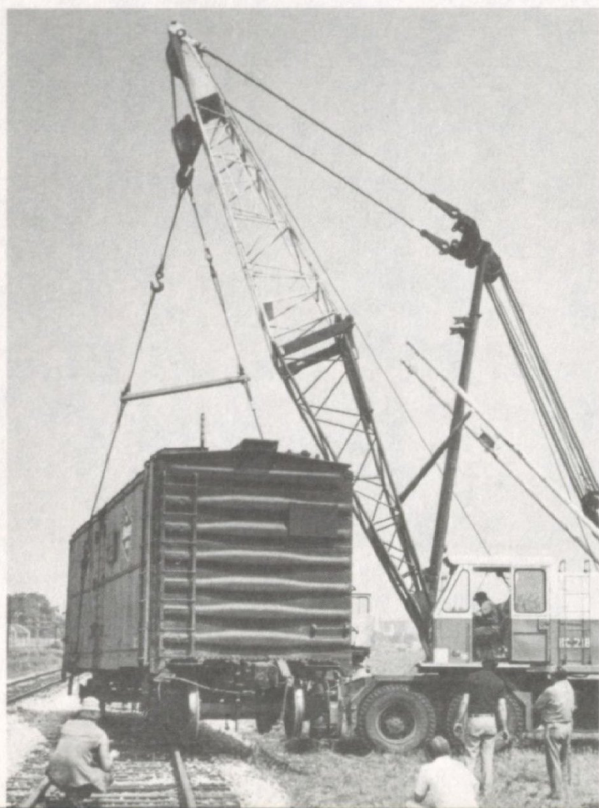


Old Locomotive 624
Tom McCahon

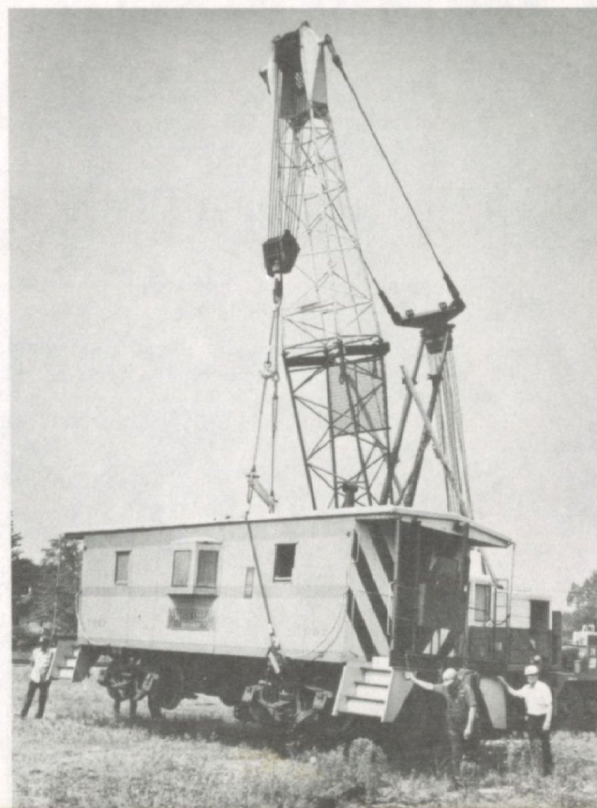


Refrigerator Car
John Wauro

Watchman's Tower
Tom McCahon



Caboose
John Wauro



The Lacaré Art League collection of paintings for the American Revolution Bicentennial was on display at the Hammond Public Library in May and June. An antique roll top desk was donated to the Library's Calumet Room as a Bicentennial memorial by the Gamma Nu Chapter of Tri Kappa Sorority.

Hammond's Memorial Day Parade sponsored by American Legion Post #168 and the Hammond Navy Morther's Club started at Harrison Park and featured over thirty floats and marching bands. Mary Lou Keiswetter, Chairman, Indiana District I American Revolution Bicentennial Commission, was the principal speaker at ceremonies held at Hammond City Hall. In Hessville, Memorial Day services were held at the cemetery at 169th Street and Arizona Avenue. Mrs. Juluis Housty, great-great-granddaughter of Joseph Hess placed a wreath at his monument.

The Tri-Centennial Trust Fund intended to start with a principal of \$1,000 contributed in pennies and nickels by Hammond school children will be left on deposit at an estimated 7% compounded interest until 2076. According to computer projections, at that time the Fund will amount to \$867,716.33. Trustees of this fund are to be the heads of Purdue University Calumet Campus and Calumet College, the Superintendent of Hammond Public Schools, the President of Hammond Parent-Teacher Association, and the Chairman of the Board of the Hoosier State Bank. The rules governing this fund will provide that, after 2076, the interest will be used for scholarships for young men and women of those future generations of Hammond citizens.

A second scholarship fund provided by other contributions and proceeds from the Little Red Schoolhouse Festival, the Hammond Bicentennial Yearbook, and other Bicentennial projects was established to be used for scholarships over the coming years.

Another long range project of the Hammond Bicentennial Committee is the creation of a Railroad Museum at the site of the Old 624 steam locomotive on Sohl Avenue opposite the Civic Center. In June a deed to additional land at this site was secured by the city. Through the efforts of Mr. R. E. Sullivan, General Manager, Indiana Harbor Belt Railroad Co. and the Calumet District Railroad Community Committee, a caboose, a refrigerator car and a watchman's tower were donated and moved to the site. Vance Corporation, Vic Kirsh Construction Co. and the I. H. B. Railroad Crew donated the labor and equipment for the move. The Illiana Fence Co. donated and installed a fence and gate. Lansing Auto Glass and Trim Inc. will reglaze the cars and tower windows. It is hoped that donation of a roof for the whole complex can be

secured. Much citizen participation will be necessary to make Hammond's Railroad Museum a living reality.

Independence Day 1976 festivities in Hammond were concentrated at the Little Red Schoolhouse and Hessville Park where, on July 2nd and 3rd, the Hessville Historical Society sponsored a Happy Birthday U.S.A. Festival. A fifty-two member steering committee coordinated by Barbara Hooper and Kathleen Sobeck managed a celebration which included contests, a talent show, thirty-two craft and food booths, speeches, square dancing, a corn roast, an auction, games and the cutting of a giant birthday cake. Everyone had a good time and a substantial portion of the income after expenses was turned over to the Bicentennial Scholarship Fund.

Sunday, July 4th was designated as a day of worship by the Hammond Community American Bicentennial Committee and a Proclamation by Mayor Raskosky was published calling on Hammond citizens to so regard the day. Many churches held special services on American and church history on this or another Sunday during the year.

The General John J. Pushing Post #428 American Legion held a Bicentennial Ball on July 3, 1976 and a parade on July 5th. Church services at St. Casimer's Church on July 4th were followed by brunch and a Bicentennial program by the legionaires.

The Downtown Hammond Council sponsored "An Evening of Entertainment" on Wednesday evening, August 18th as downtown Hammond's principal contribution to the Bicentennial. Musical groups including the Hammond Saengerbund Fidelia and the Hammond Tech Folk Singers provided a free concert in Harrison Park for an audience estimated at 2500.

The Fourth International Culture Festival sponsored by the Hammond Public Library and the Lacaré Art League was the final Bicentennial year celebration by citizens of Hammond as well as many visitors and participants from throughout the Calumet Region and beyond. Once again thousands of people enjoyed the rich variety of entertainment, arts, crafts and foods provided as a result of the cultural and national backgrounds of region citizens.

RAILROAD HISTORY PRESERVED



I.H.B.R.R. Crew and Friends
John & Wawro



Train Museum
John & Wawro



The World's First Envelope Commemorative
CALUMET STAMP CLUB Hammond, Indiana.

Calumet Stamp Club
Honors Hammond's Railroads

AROUND THE CITY



Indiana's Bicentennial Prairie Schooner



Jean Shepherd, Author,
Returns to "Good 'Ole Region"



Hammond Kiwanis 1976 Scholarship Winners,
L - R: Doreen Frye, John Elo, Kathleen Quinn,
Nelson Pena, Nickolas Augerinos
'Times' Photo



Joesph Hess Memorial; Mrs. Julius Housty
Great-Great Grand-Daughter

LITTLE RED SCHOOLHOUSE BIRTHDAY CELEBRATION



Celebration Co-ordinator with Hammond
Bicentennial Chairman



Alex Miller
Celebration King



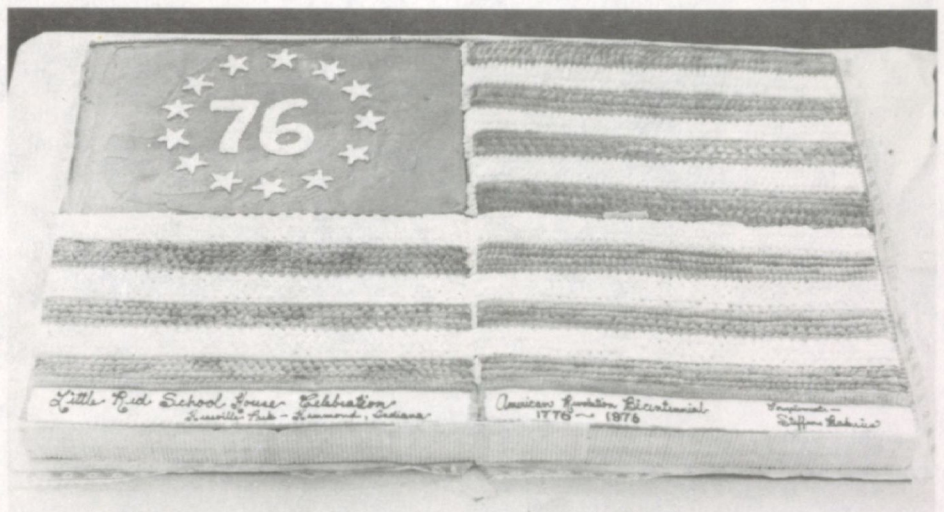
Maybelle Felling
Celebration Queen



Judi Tillner, Baby Contest Winner
Van Kley



Jimmy Michael Beckett, Baby Contest Winner
Van Kley



Birthday Cake

TOURS - CONTESTS - ENTERTAINMENT



Schoolhouse Hostesses
Van Kley



Colonial Costumes



Marie Diehl Dancers



Early American Costumes

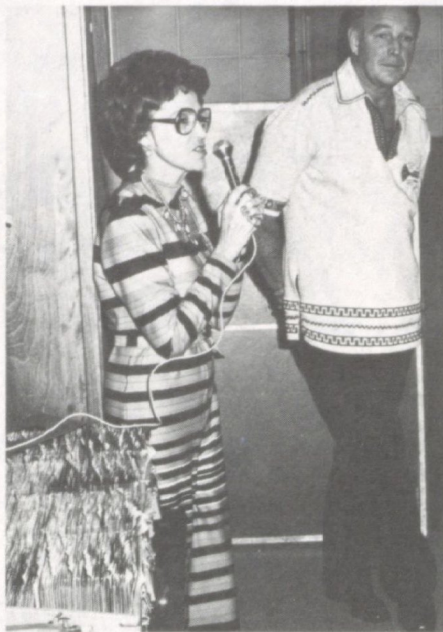


Downtown Council's Music Under the Stars
Harrison Park
John E. Wawro

INTERNATIONAL CULTURE FESTIVAL
AND
LACARE' ART AND CRAFTS FAIR



The Show Goes On
John Wauro



Harriet Pinkerton, Co-ordinator
Jack Enright, Program Chairman

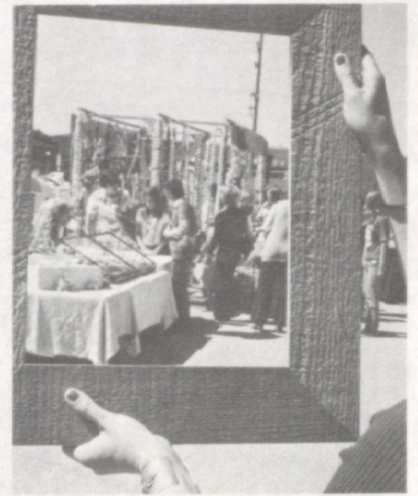


Steering Committee Members - L. to R.: Peter Domsic,
Maury Faden, Joe Verduzco, Esther Verduzco, Fred Verduin,
Harriett Pinkerton, Alice Foster, Nancy MacPherson,
Jeanne Cvitkovich, Elsie Saksa, Earl Foster. Not present:
Eva Williams, Jack Enright, Betty Gawthrop.

FESTIVAL EVENTS



Kick-Off Party
'Times' Photo



Art Fair framed
'Times' Photo



Ballet Azteca
'Times' Photo

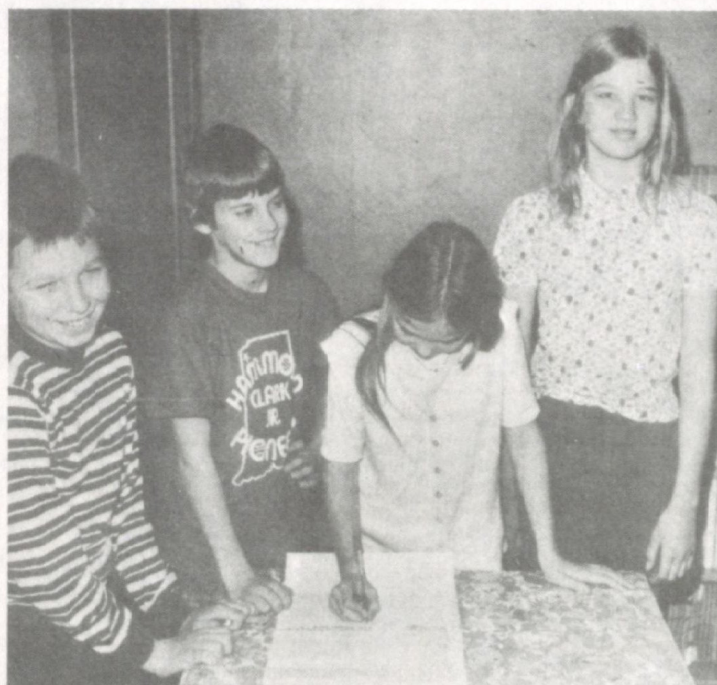


International Dancers
'Times' Photo

TRICENTENNIAL FUND



Tricentennial Fund Committee - L. to R.: John Bowlby, Richard Combs, Katherine Amick, Dr. Willard Congreve, Sr. M. Carmencita, Fr. James McCabe, John F. Wilhelm.



Clark School students, James Westfall, Tim Wilkerson, Patricia Wells and Valerie McKinney sign Tri Centennial Scroll.
Calumet Day Photo

New World

Here, where sand ridge
And marsh once lay
In sun
And the patterns
Of summer leaf-light,

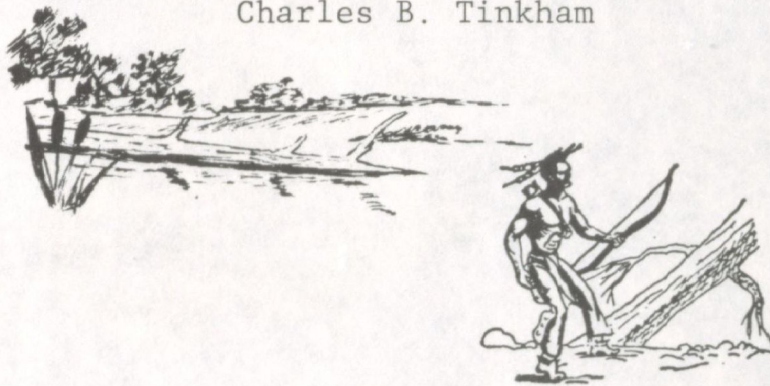
Where grape
And the bittersweet
Tangled through branches
Of poplar and oak,

Here,
Where Algonquin
In the moccasined
Stillness of woods
Stalked the deer
And the muskrat
And mink,

Where the river
Ran clean
Over pools
Of the trout,
And the lake
Leapt high
With the silver
Of sturgeon,

Here,
A city was born
For better,
For worse,
Still trying,
Still hoping
To find
The New World.

Charles B. Tinkham



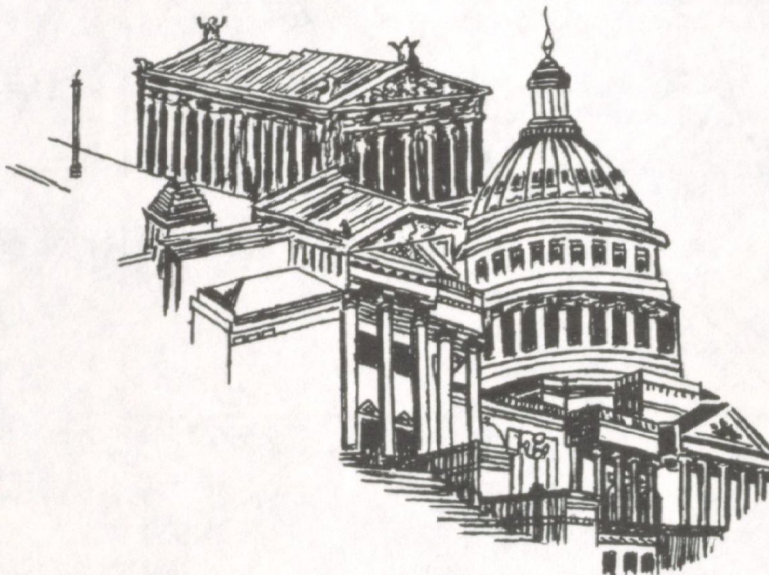
LEST WE FORGET: OUR BICENTENNIAL

Cicero, the philosopher and statesman of ancient Rome, gives us words for today that we feel are timely and timeless. We give a brief excerpt:

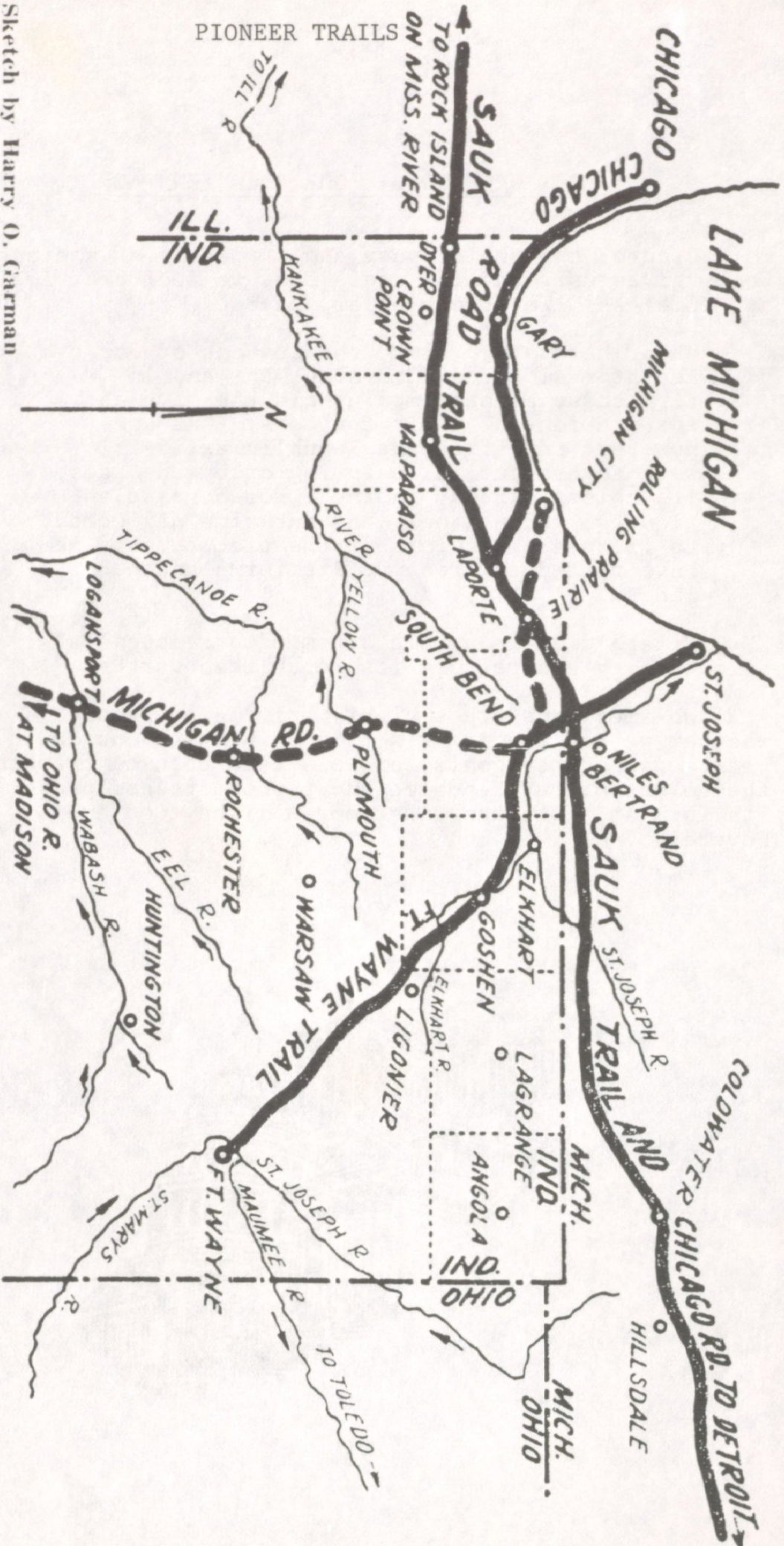
"Long before our time, the customs of our ancestors moulded admirable men, and in turn these eminent men upheld the ways and institutions of their forbears. Our age, however, inherited the Republic as if it were some beautiful painting of bygone ages, its colors already fading through great antiquity; and not only has our time neglected to freshen the colors of the picture, but we have failed to preserve its forms and outlines."

Cicero died in a vain attempt to rescue his beloved city and restore its republican virtue.

We Americans are a highly privileged people, whether we realize it or not, and in this, our 200th year, what better goals can we attain than to freshen the colors of our Republic and to restore and preserve its form and outlines under our Almighty God and Sovereign?



Pioneer Trails of Northern Indiana



Sketch by Harry O. Garman

From lake ports to lake ports, from river ports to river ports, and from river ports to lake ports, the main trails of northern Indiana witnessed stirring scenes during early colonization efforts.

Pioneer Trails of Northern Indiana

HAMMOND, INDIANA: FROM THE BEGINNING TO THE
BICENTENNIAL OF THE AMERICAN REVOLUTION

THE PRELUDE: FROM CREATION TO 1786



In the beginning under all was the land. And the land was of no particular value. An early astute observer described it as ... *a continued succession of sand ridges and marshes... conforming with the bend of the lake shore ..covered with a growth of pine and cedar..*

This was Hammond. No trails to traverse it, either north and south, east nor west except the shifting sandy one along the Lake Michigan beaches to the north. Just....nothing.

Then came mankind. At first the Indians, who appear to have treated it as Abraham first did the Promised Land...merely passed lightly over it in search of something better. There were better places of safety for them, to be certain. The bend of the river far to the east, one day to be called South Bend. Or the encampments to the nearby west -- these groups usually to be found at a place to be later called Hegewisch. A bit further to the north of that ... Chicago, town of the wild onion.

Then others came. Out of the east across the lake in craft of various kinds, or toiling along the sandy shore trail. Or even the more foolhardy, those who came across the ridges and swamps further to the south, lurching through muck, forcing heavy feet along the sandy ridges, perspiring and swatting mosquitoes who were happily awaiting them in the sloughs. But always from the east they came, no matter what their background or their reason for coming.

They did not come quickly. When time began to be counted and fastened into the pages of history it was 1763. Two Frenchmen, Father Jacques Marquette along with Louis Joliet, had been commissioned by their government to find the mouth of the Mississippi River. They undoubtedly passed through the general area during their travels and sojourns of the next two years. A statue of the great explorer-priest, Marquette, is to be seen in the park bearing his name, located on the east side of Gary near the old mouth of the Grand Calumet River.

The Treaty of Paris in 1763 ceded our area to the English; and the French withdrew from Continental North America, failing to leave a lasting impression here in spite of almost 100 years of free occupation.

The English did not change the face of the area, either, during the next 20 years, 1763-1783. In fact, it was partly their efforts to seal the American border at the Appalachian ridges that aroused the ire of the American patriots.

But it was during that era that the American Revolution came into our area, just about 20 miles to the east of Hammond.

In the present day Indiana Dunes State Park a pitched battle was fought between the Americans and the English on December 5, 1780 near the mouth of Ft. Creek. Oddly enough, both the commanders of the opposing forces were of French origin, General de la Balme starting the chain of events for the Americans that culminated in the battle wherein 4 Americans were killed by the men in charge of Lieutenant de Quindre for the English near Petite Fort.

But the apparent English victory only appears to have aroused the Spanish officials at St. Louis to try their hand in this embattled region.

A mixed group of Spaniards, French and Indians under the command of Don Eugenio Pierro surged northward and swept through here on their way to St. Joseph, Michigan, which latter fort they took on January 2, 1781. They then looted freely and discreetly took off for St. Louis once more, unhampered by any opposing forces the full way.

Thus Hammond was under the sway of 3 nations to this point in time. But Hammond was not here to be swayed at these early dates.

Our fourth flag could well be that of the State of Virginia, which ceded its claims to the Federal government in 1784. The fifth was that of the State of Connecticut, the last to surrender its rights in 1786. Since that date we have been under the Stars and Stripes. And long may this sixth flag wave!



HAMMOND ATHLETICS



Hammond Grays Championship Baseball Team 1909

Mid-West Professional Foot Ball Champions 1917		
1 Dr. Young TRAINER	9 RUFFNER	16 WHITLOCK
2 DRISCOLL	10 PLUM	17 H. VOLKMAN
3 MEHLIG	11 HOWARD	18 T. BLOCKER
4 G. VOLKMAN	12 MCGURDY	19 F. BLOCKER
5 GREEN	13 Ed Young COACH	20 KOHL
6 MYERS	14 KEEFE	21 HENDERSON
7 SELIGER	15 HOLSTROM	22 BARRETT
	8 PARDUHN MGR	



Hammond's Championship Professional Football Team

THE QUIESCENT PERIOD: 1787 - 1836

Freedom from England and the release of rather frail, almost non-existent ties to Virginia and Connecticut meant little to Hammond. Tumultuous events continued to swirl far off to the East, however. In the year of 1787, the first full year the Old Northwest Territory, including the Hammond area, was a part of the United States, the United States Constitution was adopted. In the years that followed the Presidents and Congresses commenced a tenure of office that has continued to this day, faltering only during the American Civil War of 1861-65.

Washington became our first president, was succeeded by John Adams, and then Jefferson. Under the leadership of the later president the famous Louisiana Purchase took place in 1803 and thereby opened up even yet more territory to the west, commencing not far from Hammond at the western border of Illinois, even as we lie on its eastern line. The African slave trade was prohibited after January 1, 1808 and the following year James Madison became our fourth president.

The United States were now heading for war again and it struck just about 85 miles south of Hammond on November 7, 1811 at Battleground, Indiana. The Shawnee Indian confederation under the famous Tecumseh, with his brother, the Prophet, were defeated by General William Henry Harrison, who was caught by surprise in a 3 a.m. attack. This was near the banks of the Tippecanoe River, just north of Lafayette. Harrison won in a very bloody battle. The name *Tippecanoe* caught the fancy of the American public and assured General Harrison's election to the presidency about twenty years later. Hammond was never to have Indian problems in its future after this event.

But the British were pressing deeper into the Midwest, and in the summer of 1812 war was declared. A particularly disastrous event occurred on August 15, 1812, when, just 20 miles northwest, over 50 men, women and children were killed in the Ft. Dearborn (Chicago) Massacre as they were evacuating the fort to head for Ft. Wayne.

Presidents James Monroe, John Quincy Adams and Andrew Jackson were presidents five, six and seven during this generally dormant period for our area.

It was on December 11, 1816 that Indiana became the 19th state of the United States. Hammond added no populace to the required minimum number and neither did Lake County, for that matter.

Both of them were still in the offing, but were drawing closer to a reality now.

THE BEGINNING: 1837 - 1849

Less than two months after the end of 1836 Lake County was formed -- on February 15, 1837. It had formerly been a part of LaPorte County, then a part of Porter County during that year of 1836. It came just one month before Andrew Jackson left office.

The northwestern sector of Indiana was the last portion of our state to be settled. On the Ohio River far to the south several towns had grown to rather large populations for that era and were functioning and prospering while Lake County was still utterly unsettled.

The Calumet Region was also one of the last portions given up by the Indians. Following the Indian cessions commencing in 1818 by the Delaware, the Treaty of Mississinewa in 1826 and the subsequent "Ten Mile Purchase", the Potawatomi Indians released their remaining lands in northwestern Indiana following the Treaty of Tippecanoe in 1832. This later inevitably took in present day Hammond.

In actuality the Potawatomi Indians lingered in the area far beyond their scheduled removal date of 1838 and some older residents of Hammond have recalled their wigwams, as late as 1890, when they came to visit their burial ground on the southeastern bank of the Grand Calumet River on present day Hohman Avenue. In the winter they would sojourn on the "islands" in the Kankakee marshes 35 miles south, some of which are still there. Good hunting and trapping drew them to that point and early Crown Point settlers Solon and Milo Robinson later saw them in their Crown Point store where they came to trade.

It was the Indians who gave us some of the current roads of the region. Route #30, Michigan City Road and Ridge Road are the three most familiar surviving ones to Hammondites.

When the change came here it did so with rapidity. Again, the peoples who accomplished it came from the East. The state of New York contributed by far the larger part of those who settled here. It is probable that the writings of Solon Robinson played no small part in attracting them here. A heavy correspondence with *The Albany (N.Y.) Cultivator* newspaper attracted the attention of the Empire state populace anxious to seek their fortunes in the (then) far West.

And in that same year of 1838 George H. Hammond was born in Fitchburg, Massachusetts. An unrelated incident it appears, but 31 years later the results would be felt in Hammond.

In the year of 1837 when Lake County became autonomous, the preliminary events occurred which led to the actual founding of Hammond.

The actual geographic area involved was the Southwest quarter of Section 25, Township 37 North - Range 10, west of the 2nd principal meridian. This would translate into the 80.54 acres now bounded by Sheffield Avenue on the east, the Indiana-Illinois state line on the west, Gostlin street on the north and the Grand Calumet River on the south.

Dated December 8, 1838 a revealing document was filed on April 10, 1843 with the U.S. Land Office Receiver in La-Porte, Volume 26, page 359. A Daniel Pierce, age 26, swore to the truth of the following statement: *sometime in the month of June, 1837, he removed with his wife and two children into a house on the above described land and has constantly resided there ever since as his only home and residence, that he went on said land and remains there with the intention of making it a permanent home for himself and family.* This was attested to by Hiram F. Hurd, evidently a friend of Daniel Pierce who had personal knowledge of the truth of the affidavit. Samuel Burson was the Notary Public before whom they appeared.

This was under the Presumption Act of April 24, 1820. Pierce was given, under Preemption Certificate #11997, letters patent dated April 10, 1843, evidently supplied when the above affidavit was filed. For some strange reason it was not recorded until March 20, 1874 in Book 20, page 182, "Records Office of Lake County".

The records show that he paid \$50 in gold, \$20 in Indiana Banknotes and \$30.62½ in silver. On the back of the receipt given to him is the notation *All title to Nelson Bromley,* and this is dated August 22, 1840. Another certificate dated the same day states *This certifies that I sell and deliver all my right and title of the within land to Nelson Bromley.* It was witnessed by one Z. Bromley but not acknowledged, although it was recorded on November 22, 1842 in Book 8, page 312. Pierce had clearly sold the land to Bromley several years before he himself received good title. Perhaps he was only a paid agent in the transaction.

To lend further strength to this transfer, on February 4, 1843 he delivered a Warranty Deed to Nelson Bromley for the land *for the sum of \$100.* This was acknowledged regularly before a justice of the peace, one J.C. Barter of St. Lawrence County, New York with the clerk's certificate attached and recorded on July 20, 1872 in Deed Record 17, pages 92 and 93. (The late date of recording evidently was to clear the title,

a common event in those early years.)

Pierce's wife had the intriguing name of Dency, and they lived at Oswegatchee, New York on the 1843 date. Of their background we know nothing. There is a faint idea he kept a ferryboat (to traverse the Grand Calumet at present day Hohman Avenue) for occasional travelers. If the affidavits and notaries tell the truth, he remained here for six years and then returned to New York.

Of Bromley we know nothing except that by 1850 he was in Decatur, Illinois.

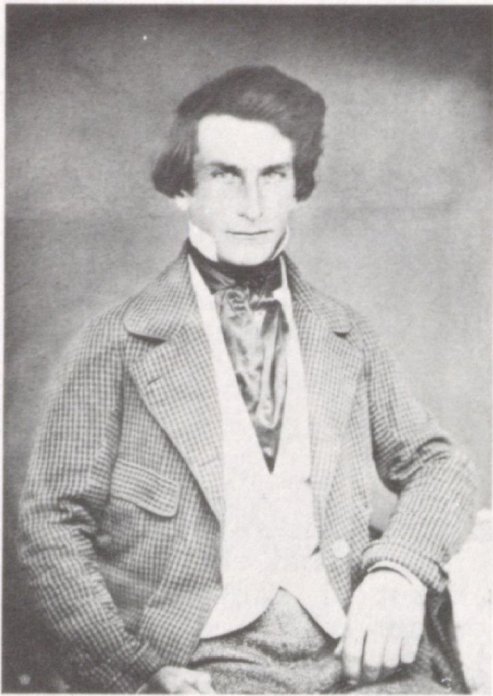
Land was the thing these first American settlers sought, even as the French looked for furs and the Spanish had gold in mind. Most of them had European backgrounds but here they were living under a new set of rules, born of necessity and at a point of life or death where delay was not to be long considered.

The land must first be forced to give them a living. Self-reliance, tolerance and a willingness to help each other were amongst their virtues if they were to survive. Above all, they were committed to settle down permanently in one location. The gold rush of '49 did not affect them as it did Mr. Halstead down in Lowell 35 miles distant.

This was the time spanned by the eighth to the twelfth presidents: Martin Van Buren, William Henry Harrison (of Tippecanoe fame who - alas!- became our first president to die in office), John Tyler, James K. Polk and Zachary Taylor. But the events of the first 74 years of the New Republic swirled unheedingly over the site of Hammond. For it was not yet set out.



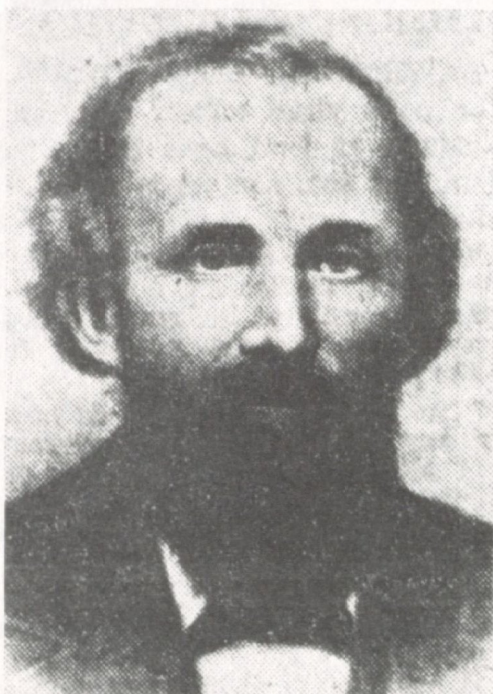
ERNEST AND CAROLINE HOHMAN



Ernest Hohman in 1849



Caroline Sibley Hohman in 1849



William Sohl



Louisa Sohl

THE UNVEILING: 1850 - 1869

The census of 1850 showed a total of 97 people in North Township, then consisting of present day Whiting, East Chicago, Gary and Hammond - all contained between the two Calumet River branches.

The ages of the population reveal a dramatic slant toward youth; 93% of those 97 individuals were 20 years of age or younger and a majority of the 93% were children under the age of ten.

Simply stated, it was a teen-age development.

Ernest Hohman was born in Koenigsburg, East Prussia, on September 5, 1817. He appears to have left that country prior to the Revolution of 1848, stays briefly in France (where he is said to have joined the Masons in 1843 in Paris) and was in England by 1849. Apparently well educated, he spoke about four languages.

Caroline Sibley was born in Wales in 1828, spoke only Welch. Love knows no bounds, however, and when the handsome young Prussian met the lovely young lady in 1849 in London it was a binding case of love at first sight.

Married on July 9, 1849, they left on the Barque Palender the next day, arriving in New York on August 20, 1849. The five week voyage was extremely stormy, the captain losing a member of his family on the way over. The resourceful young Caroline took over the medicine chest and also the compass at one point.

After visiting the four Sibley brothers of Caroline's who worked in a New Jersey foundry, they left for the Midwest and arrived in Chicago on September 10, 1849.

Ernest settled down to the tailoring trade, opening a shop at Randolph and LaSalle. A merchant tailor by trade, he made the suits for a military organization called *The Jaegers*. However, the cholera struck Chicago, and they fled to the glen country of the south. Their destination is said to have been Merrillville, but they never reached it.

At this point we turn to the diary of Caroline Hohman for first hand information on their arrival.

April 26, 1850. I am so lonely this afternoon, with all my work done and no one to talk to that I think I will write down my own thoughts to keep me company. I suppose I should not say that I am lonely as long as I can hear the sound of Earnest's ax as he fells the huge trees back in the woods.

Just 20 years old and we are at last on our own farm only 20 miles from Chicago on the Calumet. As I look out of the window I see the tall tamarack trees in front of our little log house, and beyond them I see the Calumet as it wends its way among the trees, and through the prairies. And I should be very happy to think we are away from Chicago with its terrible cholera from which we fled only a short time ago.

Then it was when we first saw this pretty little farm. A friend of Earnest's was taking us from Chicago to a place called Merrillville, to escape the cholera. We had to go on the old stage road, that led from Chicago to Michigan City and this little log cabin was the only place to stop on the way.

Earnest, who was a tailor had always dreamed of a farm, and when he saw that this 40 acres on the banks of the Calumet was for sale, he at once made up his mind to buy it.

Of course it was all right with me, for when a girl loves a man enough to leave the old country as soon as she is married, leaving friends and relatives behind, to spend her honeymoon on a sailing vessel for weeks, she loves him enough to come to a little log cabin in the woods with nothing to see but the sky above, the river, the trees and the slews around. But I don't think a love could be stronger than mine for my man or his for me.

The weather is getting warmer and this morning I saw some strawberry plants coming up east of the house and I am already longing for the spring flowers to come up. I cannot write any more today for Earnest will be coming in soon, and as soon as supper is over we are going to take a long walk down on the river bank.

I believe I will write a diary, as it really does help me to pass away the time, and some day perhaps some will want to know about this part of the country, if it ever comes up to Earnest's expectations.

The Hohmans were fortunate in finding a ready-made home -- a shopkeeper does not become a carpenter overnight.

The land they purchased was from Daniel Wheeler and Mary Ann, his wife, of Lake County, and it was evident that the log cabin must have been erected by Wheeler. Wheeler had purchased the land from Daniel Wilson, who had acquired it on an Entry Patent (SE $\frac{1}{4}$ 25-37-10) on August 3, 1849.

Of interest is the introduction of a third party here. Justan Wilt was joined in so that he must have put up half the purchase price of \$262.50 and Hohman gave him a mortgage at the date of purchase, July 3, 1851. This was paid off and released three weeks later, July 26, 1851. Hohman evidently was short of cash until his tailor shop in Chicago was sold. Wilt picked up \$15 for his short-term mortgage.

There is a disparity in dates on her diary and the recorded real estate transaction. Either the Hohmans took possession prior to the closing somehow or the diary was misdated. The three men, Wilson, Wheeler and Wilt, are not known in this area.

Whatever the slight difference in dates, there can be no doubt that the Hohmans had timed their arrival into the area almost perfectly to assure a future fortune.

Two rival railroads were pushing hard at that date (1851-52) from the East to reach the coveted markets of Chicago. They were the Michigan Central, which goes today through Hammond's downtown and the Lake Shore and Michigan Southern, which runs along the very edge of the southern part of Lake Michigan in northern Hammond as the Penn Central now.

The railroads had no reason to go through Hammond whatsoever, nor any other towns in Lake County, for there were none. There was nothing but sand dunes, scrub oaks, some pine and cedar trees, and marshy swamps. The Lake Shore and Michigan Southern was the first to reach Chicago, arriving in February of 1852. Three months later the Michigan Central reached the coveted goal. The only scheduled stop of the Michigan Central by 1868 was at Gibson's Station, a place that we term the north side of Hessville today. It was a terminal point for the railroad at one time and travelers then took a stagecoach to reach "the town of the wild onion" -- Chicago.

In June of 1850 Caroline Hohman, mentioning she had been ill for the past few months, ... still somewhat weak tells of how Ernest had been nurse and housekeeper during this period. Speaking of her kind, loving husband, she states *How I wish all my old girl friends were as fortunate as I.*

She mentions an evening walk down to the riverside to see the new bridge he is building and *Oh! how proud he is of it and he should be for it is the first bridge that has ever been across the river at this place and already it is beginning to be called Hohman's Bridge.* Romantically, she speaks of sitting on the front steps afterward, watching the moon and wondering if their friends in Paris and London were watching the same moon and with that thought *I did not feel so far away from everybody.* The site was also known

as The 20 mile house to stage-drivers, who made his house a stopping place - the only habitation in the area, with the exception of another log cabin on the opposite bank of the river, evidently not occupied.

To the genteel girl from Wales it was the lonesomeness. This pervaded the diary entries at first. From London, one of the cities with the most advanced civilization in the world to the wilderness of northwestern Indiana was a cultural shock, and it took her a long while to overcome it.

Ernest was a practical dreamer. He envisioned great boats coming down the Calumet River as they had seen them on the Thames in London. He began to acquire land about them when possible, speaking of a harbor in Lake Michigan that would boom the area commercially. Army surveyors Robert E. Lee and Jefferson Davis had already by-passed them in recommendations made a year previously, but Hohman was not aware of this. He traded with the Indians and invested a better than average living from the land through his farming efforts.

Caroline's diary entry of May, 1852 was a joyful one, however.

May, 1852

This is one of the happiest days of my life. At last I am going to have someone to talk to, some woman to neighbor with. My sister, Louisa Sohl and her husband William are going to settle just across the river from us and already I am beginning to count the good times we all will have.

(William Sohl also was born in Germany and later moved to London where he married Louisa Isabella Sibley, the sister of Caroline Hohman, in 1849, the same year the Hohmans were wed. However, the Sohls did not come to America until several years later. They first lived on a farm near Merrillville. Then Sohl purchased a tract of land which is now the center of Hammond.)

Then, too, there is something else I will have to put down the next time I write. We have a great many more people to come down this way now, since Earnest has finished the bridge. Sometimes I get dinner for a great many settlers as they pass through this part of the country, and I am always glad to, for we are so anxious to hear any news and to learn of new people coming to this part of the country that Earnest always says:

Give them the best we have, Caroline, for we can soon hitch up the wagon and go to Chicago for more.

The other day a family passed through here with their ox team and stayed all night as the waters have been so high in the swamp land and with the river overflowing, they did not want to risk going any

farther in the night.

She also speaks of a trip to Crown Point, 20 miles distant, *The road was very beautiful. Sweet Williams were in bloom the forest seemed a mass of ferns just coming up.*

She described our first courthouse -- a log two room structure *one up and one below.* She mentions two dozen homes scattered around the courthouse, a meal at a tavern and *staying over Saturday night for singing school and to church the next day.*

The local school teacher was 18 year old Susan Taylor and the school long, with oiled paper for windows. Split logs comprised the seats, but they had no backs. Miss Taylor reported she liked it very much, as the people had good times there.

Caroline Hohman kept a diary like a lot of us do: the entries were not daily. It was five years later in September of 1857, before she wrote in it again.

Admitting she was not lonesome any longer, she ascribes it to her *sweet little girl and boy who now keep me very busy.* These two would be Otelia Hohman and Charles G. Hohman. (They were then visiting over at Aunt Louisa Sohl's).

Ernest, in spite of wonderfully sweet fruit--strawberries, blackberries, huckleberries -- and a good garden, had at last come to realize that the land was not good for money crops -- wheat and corn. *Yet he keeps buying more all the time.* (And she sighed quietly for a piano). Sometimes he paid as high as \$5.00 per acre!

Why?

The railroads were coming and the forests he owned were being felled by axmen as she wrote, bringing them \$1 per load. This went to Blue Island and Chicago. Ernest was speaking of one hundred teams per day coming soon. She speaks of the ice freezing to a depth of almost two feet and of its being cut for summer use.

In July of 1859 she is boarding the railroad workers as they labor to bring the railroad from Gibson -- just five miles to the east.

Gibson was named after David Gibson, who operated an inn at the northern Hessville site. He later sold out to Joseph Hess, a French baker. Gibson, then moved to Munster

and established the Brass Tavern at Columbia and Ridge Road. Hess himself moved further south and set up the town of Hessville. He ran a general store in Hessville.

Caroline Hohman remarks about putting up a famous man in this entry -- Stephen A. Douglas, the famous debate opponent of Abraham Lincoln and Senator from Illinois as well as the Michigan Central railroad attorney. Douglas, who reputedly always had an appreciative eye for a pretty girl, presented her with a cameo brooch as a gift when he left. He died just two years later and is buried along Chicago's Outer Drive near the Illinois Central tracks on his own farm near 35th Avenue.

Before she closed this entry she notes the arrival of two more children. These would be Louis E. Hohman and Agnes Hohman. Candidly confessing she was now making only occasional yearly entries, she mentions newer settlers -- Claymans, Dreistadts, Normans, Drackerts (she spelled it Trackert), Towles, Ahlendorfs and the Smiths.

It is believed at this late date that her entry dates were hopelessly "off" and most events had occurred about 7 years prior to her entries. The lack of either daily papers or calendars had caused her to lose track of time somewhere along the line.

One morning the children came running breathlessly to her shouting *Indians, Mother, Indians!*

Alarmed at first, she quickly perceived they were old Pottowattomie friends coming to visit their graves on the southeast bank of the river. Formerly fearful herself of them, she won their hearts with coffee and *white woman's cooking*.

The children were skeptical until they saw how kindness won them once again as they hurried to provide for them. *However, she added, the children did not get over their scare for a long time.*

In mid-year 1862 she reveals Ernest's poor health has precluded him from joining the Union Army and he provided a substitute. At one point the preceding winter he was so ill the Chicago papers had published his obituary and death. She worried about him but he lived for another 10 years. At a trip to Crown Point she found women rolling bandages to provide for the two companies (100 each) that were raised from Lake County to fight in the Union Army.

Ernest Hohman continued to buy land on both sides of the river. Caroline wanted improvements for the home but he sacrificed their wants to invest in more acreage, at one time owning about an estimated 700 acres. Their fields ran from the river south to the M. C. Railroad tracks and west to the Illinois State Line. Present day Hohman Avenue was the eastern boundary.

I saw an ox team pass through the other day, the first one I had seen for a long time, and who can tell but what it may be the last. This was a prophetic statement. Social life was increasing now -- drives to church or singing schools in small towns to the south. She still is romantic and so is Ernest, who fondly hugs her tightly and says, Caroline, you have grown more beautiful every year since we have been here.

She admits to being gray with lots of wrinkles but what woman would not adore a man who could say such things after 20 years of married life in a rugged wilderness!

Then came the entry that tells the story of what happened to create Hammond and changed the course of the lives of thousands of citizens in this portion of the world and indeed affected the world at large in the doing.

December, 1869

I have so much good news to write that I feel I must not neglect putting it down while it is all fresh in my memory.

Hohman's bridge is at last going to have some excitement, only I suppose we will lose our present name.

Sometime ago the children came running in to tell father and I that there was a fine buggy coming down the stage road and two men were in it. Earnest went out to meet them and found they were from Detroit.

Their names were G. H. Hammond and M. M. Towl (Towle), and they wanted to buy 40 acres from us and put up a packinghouse. They would employ at least 18 men, and the families would soon be here to live.

Mr. Hammond said they considered this a good location, as they could get away from Chicago's high taxes, they could put up their own ice from the river, and they would be near the Michigan Central Railroad.

He assured us the trains would stop here if they located here. Then too, with these additional families, we could have a school for the children and perhaps a church. (The Michigan Central Railroad timetables of the era do not show a stop here)

Of course we sold the land and they are already beginning to put up the buildings. I suppose the terrible lonesome times are over for us now.

Father says he thinks now instead of being known as the Hohman Bridge form now on our little settlement will be called the State Line Slaughterhouse. The packing house is owned by Hammond, Plummer, Ives and Company.

Concurrently, George Roberts was acquired 471 acres of land from 1851 to 1857 and settling a homestead at a point not too far from the beach trail along Lake Michigan, using land warrants picked up from Union soldiers and state grants. He donated a right-of-way across the land to the Pennsylvania Railroad ultimately, which built a station there, naming it Robertsdale.

By 1873 Edward H. Roby would purchase over 600 acres of land adjoining the Roberts tracts to the west, clear over to the Illinois state line.

These tracts combined were to open up the shores of Lake Michigan to lake frontage for Hammond and a source of inexhaustible good water in another quarter century, just at a time when the city appeared to flounder for a lack of decent water to supply its new industry and a burgeoning population growth.

Another individual of note who commenced his activities off to the east of Hammond was a native of tiny Alsace-Lorraine, Joseph Hess. Taking advantage of the Michigan Central trains ending at a site called West Point for a while, Hess used his culinary arts as a baker to set up a restaurant that served passengers disembarking from the railroad onto the stagecoaches for the final trip to Chicago or those going east.

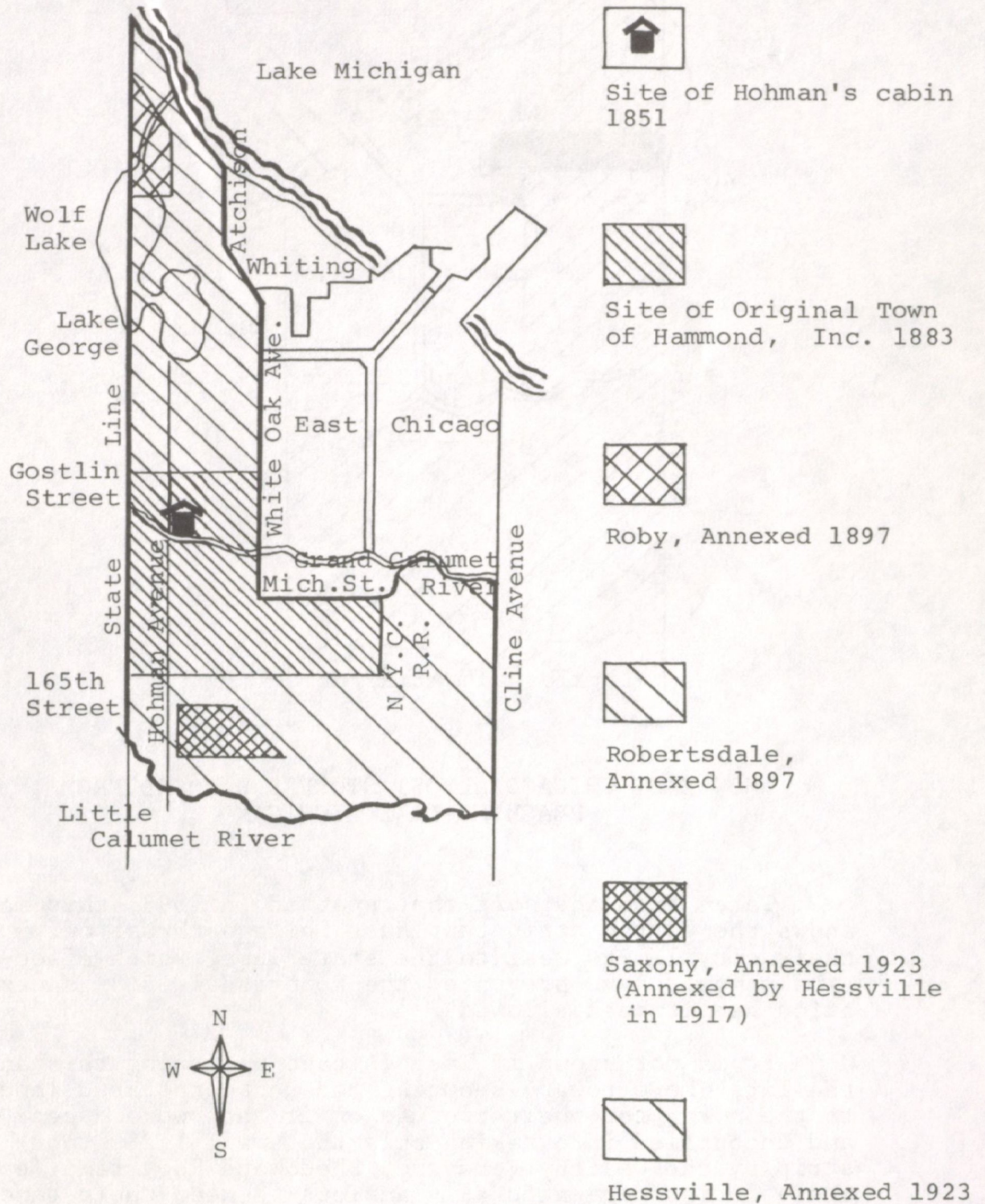
This station later became Gibson Station and one of the section hands working on the railroad was an illiterate section hand laborer, later to become Hammond's most wealthy real estate speculator. His name was Jacob Rimbach.

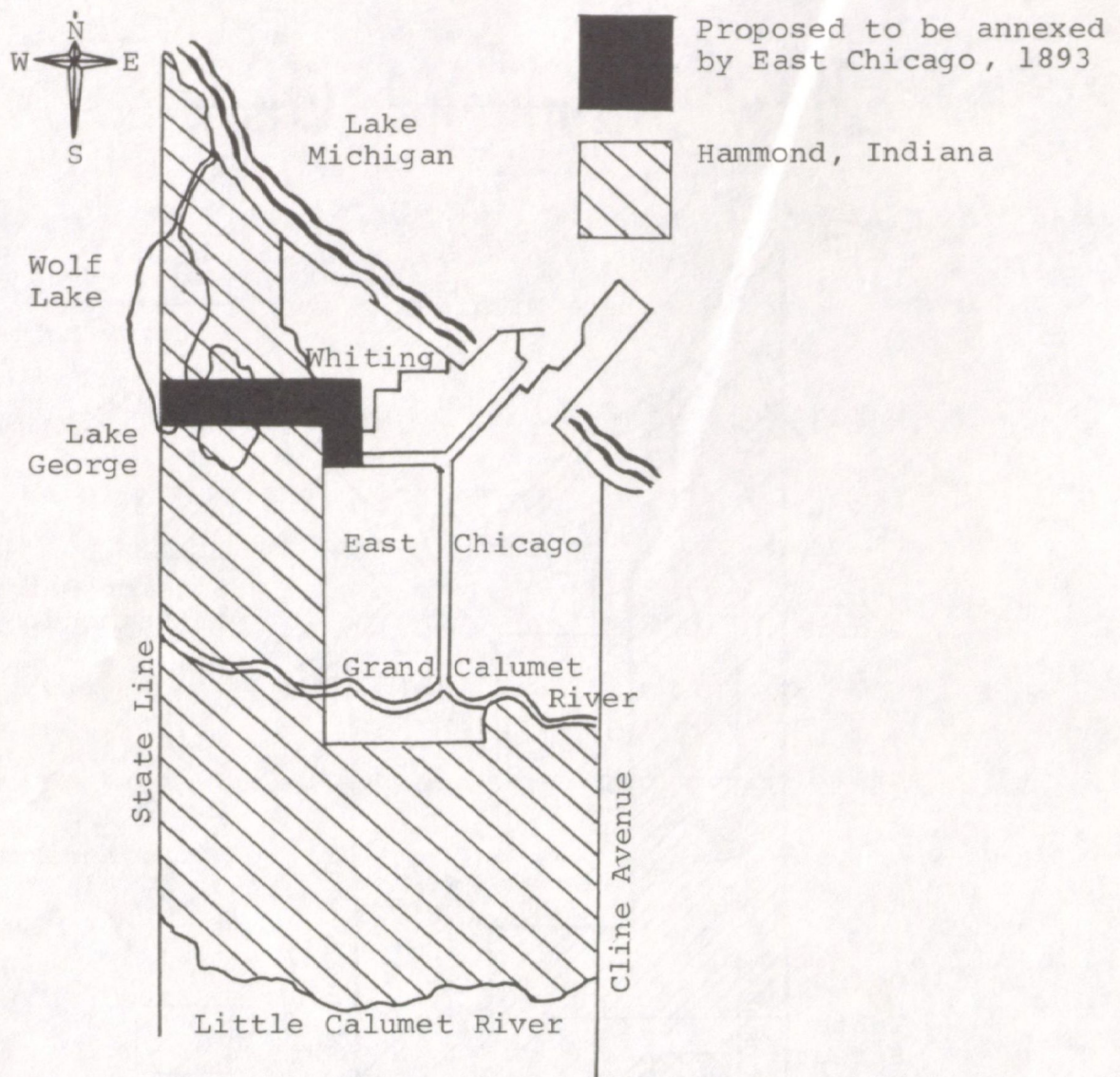
All mail for Hammond for a time was dropped at Gibson Station and Hess at one time used his influence to secure the postmaster's job for Ernest Hohman before Hammond had enough activity and population to warrant its own postoffice.

Hess later removed his operations about one mile south on Kennedy Avenue, opened a general store and a fair-sized town grew up there in the years that followed. It was called Hessville and quietly absorbed the old West Point - Gibson area to the north of it.

Others who came to stay in Hammond about this time were the Goodmans, Booths, and Porliers and, lest it be feared it was exclusively German, an Irish family by the name of Mullens also came here about this time.

How Hammond Grew





HOW EAST CHICAGO ALMOST STOPPED HAMMOND FROM REACHING LAKE MICHIGAN

Taken from the suit that started in 1893, this map shows the 80 rod strip that East Chicago thrust out from their city limits west to the state line, which effectively would have prevented the Robertsdale-Roby annexation had it been allowed.

It is not known if East Chicago was doing this as the first move toward securing the unincorporated land to the north for their own use or if they were duped and encouraged into taking only the small 1,280 foot strip by the wealthy Forsythe, Shedd and Roby families. These latter were naturally anxious to keep their taxes down and stay out of Hammond. The Shedd Estate still holds real estate in the area. When the Indiana Toll Road came across here in 1955 they were able to sell one of the most expensive right-of-ways acquired clear across the State.

Far to the east Millard Fillmore, Franklin Pierce, James Buchanan, Abraham Lincoln and Andrew Johnson served as presidents of the United States during these years. Mr. Lincoln, who had defeated the friend of the Hohmans, Senator Stephen Douglas, was the first Midwesterner ever to reach the White House.

He is said to have been in Hammond only twice. The first was on the Michigan Central railroad while campaigning in Lake County in 1860. The second was in April of 1865 when his body was borne along the lake front tracks of the Lake Shore and Michigan Southern Railroad to Chicago and its final resting place in Springfield, Illinois.

THE FORMATIVE PERIOD: 1870 - 1890

Why did men go West? Some claim they went because of a desire for material things, a point where work was easier to secure, a more bountiful living could be attained and a place where, free from social restraint, they could build an industrial empire.

Some of these reasons are doubtful. One has the feeling that some people and the proper setting met at the right time - exactly the right time. It was an adventure, a top adventure for most of them, and they were keyed and ready for it.

What did these people do in these early years in Hammond? They hunted, farmed, worked on the various railroads, guided people to Chicago, and even helped sportsmen do their trapping and shooting in this game paradise of that era. To bag 100 ducks a day was not unusual. They were, however, land poor, for people make business, and there were few people here, numerically speaking. One factor changed all that, however, and the 12 families that were here in 1869 felt that change rather rapidly.

Before the Civil War, the only meat that was packed was pork, and this was done in the winter as it was impossible to ship it in the summer. In 1867 natural ice was tried for the first time. There was a big demand for Western beef in the East, where local cattle always had to be driven on the hoof to market.

In the West an experiment was tried where the cattle were slaughtered. Ice was then crammed on top of it and it was shipped east by railway. This proved to be a failure because it discolored the meat, used up too much ice and the railroad employees refused to cooperate in re-icing along the way. Next they tried shipping live cattle via railroads to the east. But the railroads only attained

speeds of about 35 miles per hour in that era and the animals lost too much weight en route. Besides, the eastern markets did not utilize the by-products, so 55% of the animal was wasted.

Actually, the invention of the refrigerator car was inevitable but to George H. Hammond is due the honor and far-sightedness that brought it to fruition.

He -- and his associates -- were Yankees and New Englanders. Hammond was born in Fitchburg, Massachusetts in 1838, the third of 12 children. He began life's battles at the age of 10 years of age, leaving school and making leather pocketbooks. Incredibly enough, when he was 11 years old he had 15 girls working for him. But the fad was soon over and the next three years he worked in a mattress factory in his hometown. When only 15 he bought the business, promptly sold it at a profit within six months and moved to Detroit in 1854. Here he started another mattress factory, only to be wiped out by fire when he was 19, leaving him with \$13 in cash and a \$50 note.

Undaunted, he started a meat market. An immediate success, by 1865 he had a large wholesale and retail meat store together with a slaughterhouse. Having married at 19 he always regarded Detroit as his home.

A man by the name of William Davis in Detroit, a merchant near Hammond, had been shipping fish and even fruit to the east in the late 1860's by railroad and Hammond got him to design the first refrigerator car for meat. This car had ice placed in narrow chambers at each side of the car, opening only from the top to the outside. The ice was thus not directly in contact with the meat and the air over the meat was both dry and cold. The first shipment arrived in good condition in Boston on that momentous day of April 22, 1869. Davis had died four months previously so Hammond formed an agreement for the exclusive right to the use of the Davis car with the Davis heirs, together with a banker named Caleb Ives.

Now came the necessity of providing adequate supplies of cattle, beef and ice for the railroad cars to start a natural distribution system. He chose to locate near Chicago so as to be near the great cattle market in the Union Stock Yards.

But ice was the great problem. So they instituted a careful search, noted the ice houses of P. J. Smith along the Grand Calumet River to the west of the state line (in Riverdale) but were rebuffed when it came to locating

there as the odor of a packing plant was not attractive to land owners over on the Illinois side. They first used ice from the Smith firm until their own plant began to regularly supply them.

Thus a deal to buy 15 acres of land was consummated with the Hohmans over on the Indiana side on September 10, 1869 and immediately they set to work to create the George H. Hammond Packing Company. Later the plant gradually expanded to about 60 acres, bounded on the north by the river, on the west by the Illinois-Indiana state line, on the south by the Michigan Central Railroad and on the east by present-day Hohman Avenue.

The original packing house firm was financed with a meagre \$6000 capital. George Plummer held a 1/6 interest, Marcus M. Towle another 1/6, Caleb Ives and George Hammond held a 1/3 interest each. It was actively in operation by the fall of 1869. The Michigan Central Railroad made its first (non-scheduled) stop about the middle of September, 1869 and three cars loaded with lumber were stopped about where the middle of Hohman Avenue now is and the lumber was thrown off alongside the track for what marked the beginning of industrial Hammond.

Carpenters came from Detroit and Chicago, teams and men were hired on the spot and all homes for miles around were pressed into service for boarding and living for the builders. Mrs. Hohman, in spite of her large family, made room for more than a dozen boarders. Among these was Marcus M. Towle.

Marcus Towle was a product of New Hampshire, attended school in Haverhill, Massachusetts and went to Boston at the age of 18, where he learned the butchering trade. He then went to Detroit and became acquainted with George Hammond, subsequently being chosen to join the partnership. He was the only one of the group who took up permanent residence in Hammond and he became the manager of the plant. Plummer represented them at the stockyards in Chicago, Ives did the office and financing work in Detroit and Hammond was the liason man, making the ultimate decisions. In spite of the distance separating them, the arrangement was immediately successful.

The years following the establishment of the new slaughterhouse were filled with hard work. Mr. Towle later described a typical day for the first five years. He arose daily at 3 a.m. in the morning. Slaughtering operations started at 4 a.m. and only stopped for breakfast at 6 a.m. Then the meat was dressed and the by-products drawn off during the rest of the day's processing, only shutting down about 7 p.m. Mr. Towle then went to work on the books, usually not retiring until 10 p.m. It took stamina and an iron will to run such an

operation, for it was a 7-day per week run, no time nor days off for anyone.

July 4, 1876 meant only another working day at the packing house for Hammond.

It was about 1878, however, when they were in need of further financing, that they were cut back to six days per week. A banker in Boston, a Mr. Bradford who termed himself a Christian, was horrified at the demands on the men and refused to "sell the souls of men for money" unless the situation was rectified. After almost 10 years of such work everyone was willing to capitulate.

There was great prejudice against the sale of western dressed beef along the Atlantic seaboard and George Hammond had the task of breaking down this feeling and convincing consumer and retail markets together that a development of this sort would be for the benefit of all concerned. Transportation was the key to the packing industry: two-thirds of all meat is grown west of the Mississippi but two-thirds is eaten east of the Mississippi. It is estimated that the average pound of meat has traveled 1,000 miles before it is consumed.

The Hammond plant boomed beyond all comprehension. Business doubled from \$1 million to \$2 million in just two years, 1873 to 1875. Hammond was canny enough to keep the patents for the railroad cars under his personal control but encountered much litigation during the years that followed.

Meat began to be regularly shipped overseas in 1879 and Hammond began to establish another plant in Omaha in 1885. Tragically enough, he pressed himself too hard and suddenly died in 1886 at the age of 48. For years he had been continually on the move. He once remarked that he usually spent over 200 nights out of each year aboard Pullman cars and an ordinary bed no longer enabled him to get a good night's rest. His reluctance to leave Detroit hastened his demise as Chicago would have been a better headquarters for the overall management. He left behind a heavy legacy in that city, being the largest owner of real estate in Detroit and the great Museum of Art he founded is still an outstanding institution there. For many years the greatest skyscraper in the city was his brainchild, actually finished after his death.

The Hammond plant had a daily capacity of 1,500 cattle and 50,000 pounds of oleomargarine alone in that year of 1886.

It was inevitable that two strong-willed men such as Marcus Towle and George Hammond would sometime dissolve their partnership and Towle did so before Hammond died. As Hammond loved Detroit so Towle did Hammond.

It was with the proceeds from the sale of his stock that he developed Hammond as he saw fit, at least a large portion of it.

To be sure, it was a matter of expediency at first. About 1873 a problem started with the butchers. They did not like the area because of the intense work schedule and the lack of living quarters -- their families were usually housed in Chicago and after a payday they would leave and not return.

As resident partner it was a constant irking problem with Towle. Plummer, being in Chicago, could sympathize with him but Hammond was adamant.

He wanted the railroads to garner the impression that the plant was not locating permanently here - erected flimsy buildings in order to trick the Michigan Central Railroad officials into believing they could remove themselves with little trouble. This kept the railroad rates lower and when the Erie & Monon rails were laid he continued the scheme. "This will never be a permanent location," he drummed into the railroad officials minds at every opportunity. The Michigan Central officials were especially worried because for two decades the Hammond packinghouse was one of their top sources of revenue.

Plummer died in 1874 and his estate collected \$50,000 for his four year investment of \$1,000. Hammond now had 2/5, Ives 2/5 and Towle 1/5.

Towle laid out the Original Town of Hammond in 1875 solely on his own. His objective was to build homes for the men working at the plant just across the tracks to the north.

The countryside was then a succession of ridges and sloughs, covered with scrub oak and tangled underbrush. Near the packinghouse was a huge number of grotesque piles of bones, skulls and horns that were rotting and threw off a nauseous odor, especially when the winds came from the north.

Towle's plan was to sell a 50-foot lot for \$200, furnish the lumber for construction and build cottages for the men. They were sold on a \$10 per month contract.

The idea spread like wildfire. Towle managed to buy lumber at \$8 per carload (regular price was \$16) and soon set up a dock on the north side of the river at Hohman Avenue, bringing the lumber in by boat from South Chicago, 14 miles distant. A planing mill was set up alongside the dock but was later destroyed by fire.

Most of the time Towle had to furnish the mortgage money to pay for the whole structure.

Joseph Hess, township trustee, set up the first school at the corner of Wilcox and Hohman. The first teacher was Amanda Koontz and her term of 60 days was first spread during the winter of 1873-74. The first children to attend were from the following families: three from the Hohman family, three from the Goodmans and two each from the Sohls and the Drackerts. The school ran at a cost of \$4.00 per pupil increased 10% during the term of 1874-75, when Mary Lohse was the teacher.

The first Protestant religious teaching took place in the log cabin schoolhouse when Mr. Towle secured a minister from Northwestern University, a Rev. Williams, and undertook to run the Sunday School himself.

In 1872 Hammond was known as "State Line Slaughterhouse", so termed from the only industry in town. The three-year old settlement had but one store and boarding house for the 18 employees of the packinghouse.

Prior to that time it had been known as "Hohmanville" and also "Hohman's Bridge".

In addition, the town was also dubbed "State Line, Indiana" but this caused a great deal of confusion due to an Illinois town of the same name.

Mail service came from the thriving little village of Hessville, 5 miles to the east. 50 people lived there, and it boasted two retail establishments -- a grocery store and a blacksmith shop.

Gibson Station on the Michigan Central railroad, two miles north, had formerly served for the mails, but Hessville had lured its population to the south at this time.

A "dream city" sprang up in 1870, when Chicago real estate promotor, William Swineburne filed a plat of "Town of Hohman". Located near the site of the present main library building, it went no further than the planning.

There was also a "Town of Sheffield" in the area of the present day Lever Brothers factory, but it failed to develop beyond the building of a hotel near the Five Points , and this perished in a fire in less than two years.

Robertsdale was located along the Lake Shore and the western edge of the area was Roby.

Out of all the welter of names, areas and dreams had to arise substance. The Federal government was unrelenting in its persistence that the mails had to have a firm name. Their bureaucratic stance unquestionably caused the name "Hammond" to come into existence shortly thereafter.

Since the real founder was Marcus M. Towle, it was expected that it would be named after him.

But quiet opposition did develop about this time. Thomas Hammond was a brother of George and he had been sent to take charge of the tripe department in the packing-house. He had done an excellent job and grew in stature in the town.

Inevitably the two men met. Harold Hammond, grandson of Thomas Hammond, said that it was at the "Four Corners," State and Hohman.

The issues were quickly joined. But suddenly there were two stubborn men, each desiring to have his family name filed with the postal department. These two future mayors of Hammond then resorted to a Biblical device. The apostles had drawn lots when choosing a successor to Judas, so why not do it this way?

Unlike the apostles they did not pray first. A coin was produced, sides were chosen and it was flipped.

Hammond won.

In a way, we should all be thankful. The spelling of Towle is subject to many variants. The pronunciation likewise. Who wants to live a lifetime in a town and constantly have to explain these matters to strangers?

Towle was a graceful loser. He swallowed his chagrin, boosted the name and continued his efforts as #1 citizen of that era for a good many years into the future. It was one of his few defeats.

But the flip of a coin had decided our name.

Before the higher cultural portions of civilization reached Hammond, it was not considered a desirable place in which to live. In 1882 the Lake County Star of Crown Point had a small but pointed paragraph in its weekly Hammond column: "...strangers do not like to see people dragged out of saloons". Hohman Avenue had an open sewer running from the Four Corners to the river and it was considered great sport to walk a drunk out of a saloon and into the sewage ditch and its slime "until his hat floated". Hammond had all of the elements of a Western mining town atmosphere.

The better element reared a protesting standard, only to be again downgraded by George Hammond with his "Hammond will never be a permanent town." He still worried about the railroad rates but was fooling fewer people each month now.

In spite of his opposition, however, the bustling town was incorporated as a village on December 4, 1883. For a brief five months there were three town trustees, Louis E. Hohman, Fritz Miller and W.H. Verrill. On April 21st, 1884, an election was held to determine whether or not the town should be incorporated as a city. 139 voted as a majority in favor of it and the town corporation dissolved. Edward Hurst was Marshall but evidently had made no arrests during the brief period. He was succeeded by A. A. Walker.

Marcus M. Towle was chosen as our first mayor and the city was divided into three wards with six elected councilmen. Ward 1 comprised all the land north of the Michigan Central Railroad; Ward 2 the land south of the M. C. R.R. and West of Hohman Street; Ward 3 was that portion south of the M. C. R.R. and East of Hohman Street. Fogg, Mullens, Gostlin, Kleihege, H. W. Sohl and Clemmons were the councilmen. Six men from the freshly elected group were also members of the newly formed Masonic Lodge of 1884.

On the first Monday in May, 1886, Mr. Towle was re-elected mayor once again. George P. C. Newman, Charles Heimbach and Adam Ebert were the three new councilmen.

On September 19, 1887 a Special Election established the first bond issue, a sum of \$17,000 being voted almost unanimously for the "purpose of building and establishing a water works system." John Gubbins of Chicago contracted to build the standpipe, lay mains, etc., taking the supply from an artesian well with a depth of 1845 feet located upon city property where the city barns were until recently -- Hohman, near Truman.

In May, 1888, Thomas Hammond, winner of the coin's throw with Mr. Towle at the Four Corners, was selected as our second mayor, this time defeating Mr. Towle who had previously had no opposition. He was re-elected in May, 1890. During his administration the first city hall was erected. Costing only \$6,000, it had a Council Room, city offices and the local jail.

The energy of Mr. Towle never ceases to amaze even though we are separated from him by a century of time. There was the distillery, the horseshoe nail plant, the carriage and cutter factory, the foundry and the Towle Opera House, center of many cultural events in Hammond up to the last 45 years. He also laid out the first subdivision, the Original Town of Hammond, in 1875.

Women played an extremely important part in Hammond's early development. Mrs. Caroline Hohman carried on nobly after her husband died, creating several subdivisions and also the Hohman Opera House at the Four Corners; only less than a year ago did this building leave control of the Hohman descendants. Although an Episcopalian, she donated the land for St. Joseph Catholic Church from her subdivision.

Mrs. E. H. Tapper demonstrated her faith in downtown by purchasing the northeast corner of Hohman and Sibley in 1884. From the Tapper store originally located here sprang a modern office building in the 1900's, to be succeeded by the modern day J.C. Penney store in 1967 -- this still in the control of her descendants.

Mrs. E. H. Schutz was another businesswoman of note, running a successful floral shop on State Street for many years and buying the northeast corner of Hohman and Fayette Streets for \$150 in 1890, selling it for a reputed \$12,500 a few years later.

The Germans were the earliest ethnic group in Hammond, brought here to demonstrate their skills as butchers in the packinghouse. Six of our first 10 churches were German ones, as were the first newspapers. In 1910 58% of the population was either from Germany or had a German ancestry. Nine German singing societies with 1,200 German-American members in their union were a strong group in Hammond. Their descendants still populate the city.

The top social event in Hammond for many years was the Butchers Picnic at Drackerts Grove, State and Sibley streets. These men appeared wearing leather aprons and carried special dressing knives in sheaths on their belts.

The social leader for the ensuing year was the man who could most quickly and efficiently dress the row of steers hanging there. This was the main event and produced the elite butcher from these aristocrats of the packinghouse.

This was the era also when a young jewelry repairman named Alvah Roebuck lost a prized girl to the school janitor, Peter Meyn. Fleeing the humiliation of the event he went to Chicago and was hired by a mail order genius named Richard Sears. In four years from this 1886 date the world famous Sears and Roebuck firm was on its way, a leader amongst mercantile firms for almost a century now.

One of the few glimpses we have had into the past, when Hammond first began to grow rapidly, is a letter written by Wm. H. Gostlin, Sr., who came to Hammond in 1882 at the age of 30. Later he became a highly honored and leading citizen, especially in the real estate field, and developed much of South Hammond at the turn of the century.

On the 20th day of April I brought a ticket for the Indiana State Line, which is now the city of Hammond and at that time was not even an incorporated village. There were nine vessels tied up at the Hohman Street bridge. I thought I had struck a seaport town. They were unloading ties, timber and telegraph poles for the building of the Nickel Plate and Erie Railroads which were being constructed at that time. These boats were wooden and light draught, which enabled them to pass up the shallow river.

There were less than 1,000 people in the little burg at that time and only one small industry, the Hammond Packing Co., employing less than 200 people. M. M. Towle was general manager and virtually owned all of the property on which the little village was located and adjacent thereto. Therefore, his one desire was to build up a great city on the Calumet River. It was called Hammond.

There was only one railraod in operation at that time, the Michigan Central; the Erie and the Nickel Plate were under construction. The Chicago and Western Indiana was built that year to accommodate the Erie and later on the Monon in getting into Chicago. The Wabash also is using the Western Indiana from Hammond to Chicago now.

In 1883 the M. M. Towle Distilling Co. was formed and built a distillery on the site where the American Steel Foundries are located. Then came the Tuttle Spring Works on the site where the Beckman Supply Co. now is. Then came the Hammond Buggy Co., on Hohman Street between Michigan Avenue and Wilcox Street in the old rink. Then the building was built for the Chicago Safe and Lock Co. Then came the Ax Factory, Western Rawhide Co., Nail Co., Kingesley Foundry Co., Corning Steel Works, and Torbert Peckham Co. now the Fitzhugh Luther Co., then the Simplex, now the American Steel Foundries.

At the lumber yard wharf, where the schooners unload (this was also run by Towle), having come up the river from South Chicago, 11 vessels of considerable size have been seen at one time. A large distillery has been erected near the lumber yard, and near it a large cattle barn accommodating 900 head of cattle. Just south of the draw-bridge is the Hammond skating rink, 80 x 140.

Another early settler to the far south side was Joseph Humpfer, who may have pre-dated the Hohmans into this area by 2 or 3 years but the site where he settled was called Saxony at one time and fell into the jurisdiction of Hessville later, just previous to the annexation by Hammond. Roughly, it comprised present day Woodmar west to the state line and south of 165th Street to the Little Calumet River.

All's well that ends well did not suffice necessarily for the choice that another early settler made. This was Gottlieb Muenich, who was advised to move to Hessville by a casual traveler. "It is," he was told, "a place of opportunity." He was then in Chicago.

Muenich made the move, found that the Gibson area was not as described and then came to Hammond, purchasing downtown land that bore fruit for him later. He had a subdivision when Hammond started to grow and the family is still represented here.

However, he was always - in later years - aware that the three-acre farm that he abandoned when he left the City of Chicago is now the corner of State Street and Van Buren Avenue in Chicago's famous Loop.

Mr. Towle hired a young school teacher from Ohio when he was North Township trustee. This was W. C. Belman, an educator who grew with the town and was the promoter of the third school, known as Central School. He started the high school in 1884 as a 3 year institution and in 1887 the first three graduates -- all girls -- were honored in a ceremony that has never failed to occur each year thereafter. It was in 1894 that the 4 year course started.

In 1884 the great Lake County historian, Timothy Ball, commended Hammond for its adherence to keeping the Sabbath and said that the packinghouse was shipping 3,000 head of cattle per week. "The dwelling house of M. M. Towle, with its greenhouse and fine lawn, is the most showy and imposing private edifice in the city," he went on, "and next are the dwelling houses of Tom Hammond and Superintendent Fogg. The new store of M. M. Towle is 94 x 75. The postoffice has 403 boxes".

Towle added another subdivision on September 2, 1879 -- Cottage Grove Addition. On October 2, 1879 Townsend and Godfrey added their addition, which comprises our downtown district in part. Mrs. Hohman added her own subdivision on January 4, 1880 -- extending the town south from Russell to Ogden Street and west from Hohman to State Line Street. Others that filled in the downtown area were Lathams, Hohman's 2nd Addition, Towles 2nd Addition, L. E. Hohman's, Towle and Youngs, Sohl's, Wilcox and Godfrey. By 1882 the corporate limits were 2 miles east and west, four miles north and south. The northern limit was then a line that crossed Wolf Lake and Lake George a quarter mile beyond their southern shores. This was to be an area of great contention very shortly.

It sometimes appears that the history of a city can be traced through its fires. The first ones are usually the most devastating, since early construction does not assure the safeguards that experience and codes will later demand.

For Hammond it was on Christmas Day, 1883, that it struck. The village had no organized fire department and was at the mercy of the flames from the start. No lives were lost. It originated on the site of the present day Indiana Hotel. This was a two story frame structure called the Commercial Block. Starting in E. E. Towle's meat cooler, it destroyed the Block in two hours, jumped east across Hohman Avenue and could go no further due to the new Monon right of way. The buildings adjacent to the Commercial Block on the west were saved.

The fire was reported by A. A. Winslow in his Hammond Tribune of that date, who somehow carried on in spite of a total loss estimated at \$2,000 and uninsured.

About six o'clock Monday morning the alarm of fire was sounded, and the Commercial Block was the place where the fire was discovered. It originated in E. E. Towle's meat-cooler, and in a few minutes the west end of the block was wrpped in flames. In about two hours Commercial Block and the buildings east of it, west of the Chicago & Alton (sic) Railroad, were laid low in ashes. (Mr. Winslow must have meant Chicago and Atlantic Railroad - the Erie) As soon as possible the fire engine was brought out, hose attached, and put to work. After the flames had spread to some extent and all hopes of saving the building had flown, the attention of all was turned toward saving the adjoining buildings, in which they were successful.

M. M. Towle owned the Commercial Block, which was valued at \$15,000, with but \$7,000 insurance. This building had not been built but two years previous and was occupied by six business firms on the first floor, as follows: E. E. Towle, meat market, well covered by insurance; H. Seyfrath, dry goods, loss \$2,700, with \$2,000 insurance; W. H. Verrill, saloon, loss not known, insurance \$1,700; Ed. Harden, gents' furnishing goods, loss and insurance not known; E. A. Andrew druggist, loss and insurance not known; M. Champaigne, loss and insurance not known. Of the above parties only E. A. Andrew and M. Champaigne saved anything before the fire, while all that was in E. E. Towle's safe was all he had left. We are informed that Ed. Harden and W. H. Verrill closed their doors and took nothing out.

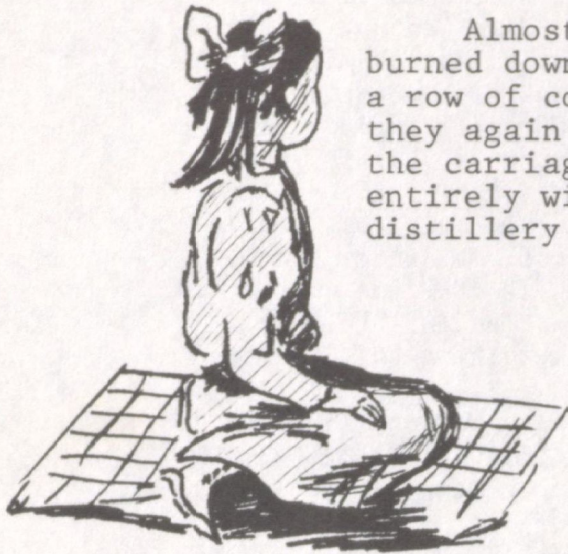
On the second floor they came as follows: Hammond Tribune, A.A. Winslow, proprietor; loss \$2,000; insurance, \$1,000. There was nothing saved from the office. Ed. Harden's shoe-shop came next; loss not known. In the corner of this block was the office of M. M. Towle, J. N. Young and D. McDonald. The papers in the safe in this office were well preserved. The remainder of this floor was occupied by the Hammond Furniture Company and the Times office; loss not known. The third floor was occupied by W. H. Hayward's art gallery, fully covered by insurance; the Odd-Fellows' hall, which was used by the A.O.U.W., and G. A. R. There were several roomers on this floor. The buildings on the east side of Hohman Street were owned by Condit Smith's heirs and were occupied as follows: Stickler & Son, bankers; J. Schloer, shoemaker; Stamm, jeweler; A. Raushert, harness-maker; O. Ousley, hardware, and K. Nathan, tailor. All of the above were insured but Mr. Nathan. Hohman block and C. Mund's saloon on the south were only saved by great exertion, after being damaged to some extent. On the North G. Gommer's residence was in great danger, and on the west Mrs. Hope's. We believe if a Babcock fire extinguisher had been at hand when the fire first broke out it could have been put out. This is the heaviest fire Hammond ever sustained in her business houses. We believe something tangible should be done toward protection against fire.

This fire thoroughly aroused the citizens to the inherent danger from fires. They had worked heroically at this fire, but the lack of organization and apparatus left them with two business blocks plus some cottages in ashes.

A meeting was called and C. N. Towle was chosen as Fire Marshall.

Oddly enough, the new volunteer fire department was soon called upon to save the new roller rink, but it wound up in ashes in their first fire. The fire company became discouraged from the abuse they received from the citizens following this incident and disbanded.

In the spring of 1886 the City Council formed a regular fire department, appointing M. E. Clements as Chief to organize the company.



Almost immediately the carriage factory burned down, but the Department managed to save a row of cottages nearby. The following year they again were called back to another fire at the carriage company, but lost the property entirely with injuries to three firemen. The distillery and the Hammond Lumber Company were also destroyed by fire later that year. Mrs. Caroline Hohman's home nearby was saved at that time.

Clements was removed and Jake Kasper took over. On January 2, 1889 the carriage works burned down for the third time, but they did manage to save two wooden buildings about 500 feet distant.

Mr. Kasper was then deposed from office and the whole company quit. H. M. Godfrey was appointed Chief and persuaded the volunteers to return and re-organize.

Interestingly enough, the packinghouse had its own fire department. They used water not only from the Hammond artesian wells, but also from the adjacent Calumet River. Each building had its own pump. They had a 12 man Department including a marshall who was on the premises night and day.

As this 20-year period drew to an end it had seen tremendous strides from raw land to the base for an industrial and commercial city. The packinghouse, of course, had started it but the founders were now gone from its leadership -- Hammond was deceased and Towle had sold out his interest, Plummer was deceased and Ives had gone bankrupt almost at the beginning of the enterprise.

They had spent \$340 for lumber as the first entry in their expenses on October 27, 1869. This went into the construction of the first 30 x 60 building for slaughtering. Shortly followed on entry of \$963.17 when they purchased 16 cattle at 5 3/4¢ per pound. The rapidity of success is seen in the fact that on May 4, 1871 they had spent \$336,720.20 for cattle and on July 8th of that year they had a cash balance of \$266,081.28.

On December 3, 1873 their first dividends were paid out in the sum of \$135,707.26 -- Hammond and Ives received \$45,235.75 each. Plummer and Towle \$22,617.88. This was

quite an acceleration from their original investment of only \$6,000 just four years previously. By 1890 they had a capacity of 2,000 cattle daily, a payroll of 1,000 people and a \$500,000 annual payroll.

The town was laid out, organized and had a population of 2,960 by 1883. Housing was now dramatically scarce, as only 700 people were here in 1880. By 1890 the census was officially set at 5,428. Marcus Towle and Thomas Hammond were the two mayors. U. S. Grant, Rutherford B. Hayes, Chester A. Arthur and Grover Cleveland had served as presidents during this period.

Although boom was in the air, a troublesome portent for the future was also. In July, 1889 and again in August, 10 days later, a building in the packinghouse burned out twice. The second time the Chicago and Michigan City fire company had to be called out to quell it as the local group could not.

The Methodist Church was built in 1883 at a cost of \$4,000. At that time the Rev. Edward A. Schell was the pastor. It was built on land donated by M. M. Towle on Russell Street and stayed at this location until the early 1950's. The location is now the newest building of the Northern Indiana Public Service offices.

The Catholic Church was erected in 1875, the oldest religious organization in Hammond -- St. Joseph Catholic Church. As mentioned before, Mrs. Caroline Hohman donated the land for this structure although a member of the Episcopal Church. Father Baumgartner was the pastor in 1882.

The third church in Hammond was that of the Evangelical Lutherans. This church is still in downtown Hammond on Clinton Street although the original structure built in 1883 has been replaced by another building. M. M. Towle is also said to have donated the land to the first members of that faith. The Rev. H. Wunderlich was the pastor in 1884.

From these three churches have stemmed practically all of the others of their respective denominations in Hammond and much of the Calumet area. This has also spread across the state line into Calumet City, showing the strength and spirit of the peoples of these organizations.

The Baptists came in 1889 and erected their building on Sibley Street. After many different buildings they are still in the same location but in this Bicentennial year

they are credited in having the largest Sunday School in the world and one of the largest religious auditoriums in our state, a tremendous change from their modest beginning. If all of their members lived in Hammond 'tis said that every third person in the streets would be a member of that church. The Sunday School approximates 20,000 per Sunday due to a far-flung bus ministry.

The Michigan Central Railroad pioneered railroads into Hammond proper in 1852, although the Lake Shore and Michigan Southern had gone through Robertsdale in the same year, both engaged in a race into Chicago which the latter firm won.

After that it was not until 1880 that the Chicago and Atlantic arrived, now known as the Erie -- Lackawanna, after many vicissitudes of financing over the years.

The New York Chicago and St. Louis (Nickel Plate) came in 1882; following closely was the Louisville, New Albany and Chicago - or Monon - in 1883. This was Indiana's only railroad to run from the Ohio on the south to Lake Michigan on the north. This latter event happened at Michigan City and it came close in Hammond once more, but goes west into Chicago over the state line at Hegewisch.

Other railroads to follow were the Wabash, the Chesapeake and Ohio, the Pennsylvania, the Gary and Western and the Chicago and Calumet Terminal railroad.

The Erie yards marked the end of a division at Hammond, the only one to do so.

Although light draught vessels came into the Grand Calumet River as described in the Gostlin letter, and efforts were made to expand government dredging of the channel past Hammond, it has never come to fruition in spite of prodigious attempts over the years. The same was true of Wolf Lake, sometimes called Sheffield Bay. \$50,000 was spent on dredging the river past Hammond, but it was not a success. It is felt that the keen competition of the railroads and the necessity for continued subsidies in the early years killed this endeavor, finally leaving our river in its current deteriorated state.

By 1890 eight railroad systems crossed the city carrying 50 or more daily passenger trains and slightly more freights each day. The telephone had reached Hammond from Chicago even though no exchange was located here as yet. The waterworks system was established and so was an electric light plant.

EARLY HAMMOND



State and Hohman in 1884



Calumet River in 1901

Hohman Avenue Looking North - 1901



EARLY HOMES



Thomas Hammond - Hohman & Warren



J. G. Ibach - Ruth & Hohman



Frank Deming - Waltham & Hohman



William Gostlin - Waltham & Hohman

EARLY HOMES



Frank Betz - Warren & Hohman



Carl Kaufman - Ruth & Hohman

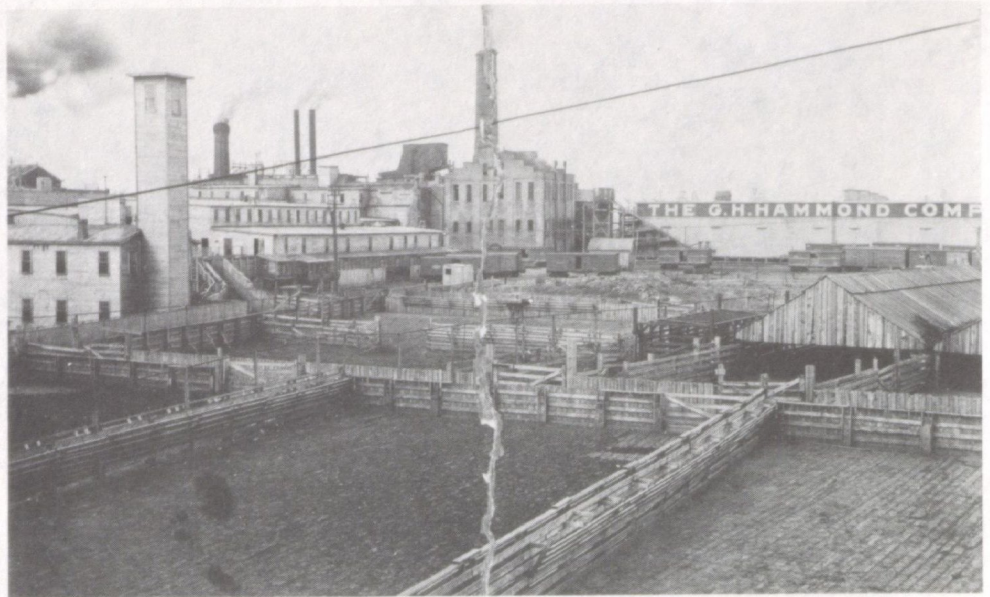


Herman Hildebrandt
State St. Near State Line

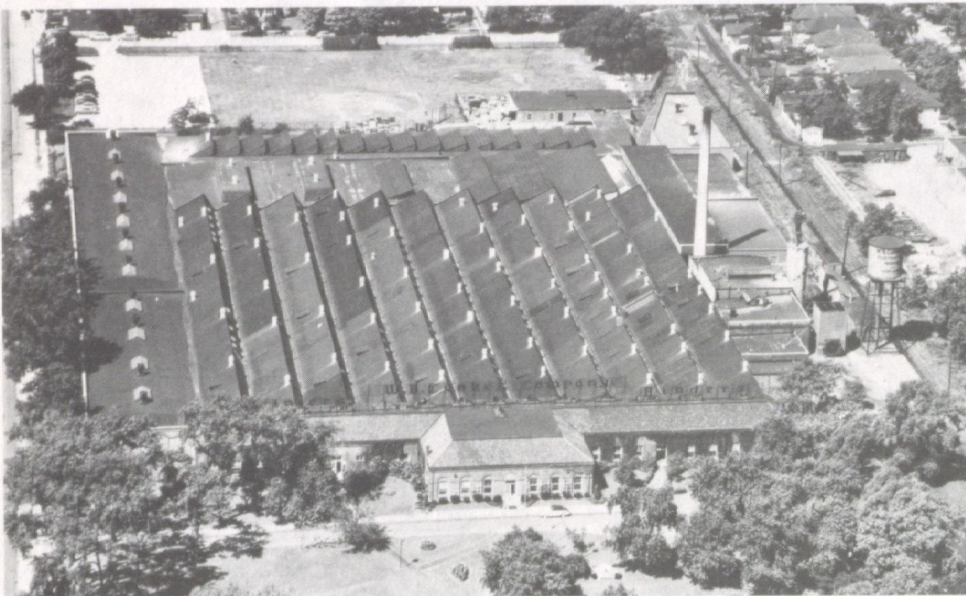


McHie, Mengies, Gillett
Carroll & Hohman

EARLY INDUSTRY



G. H. Hammond Packing House,
1881

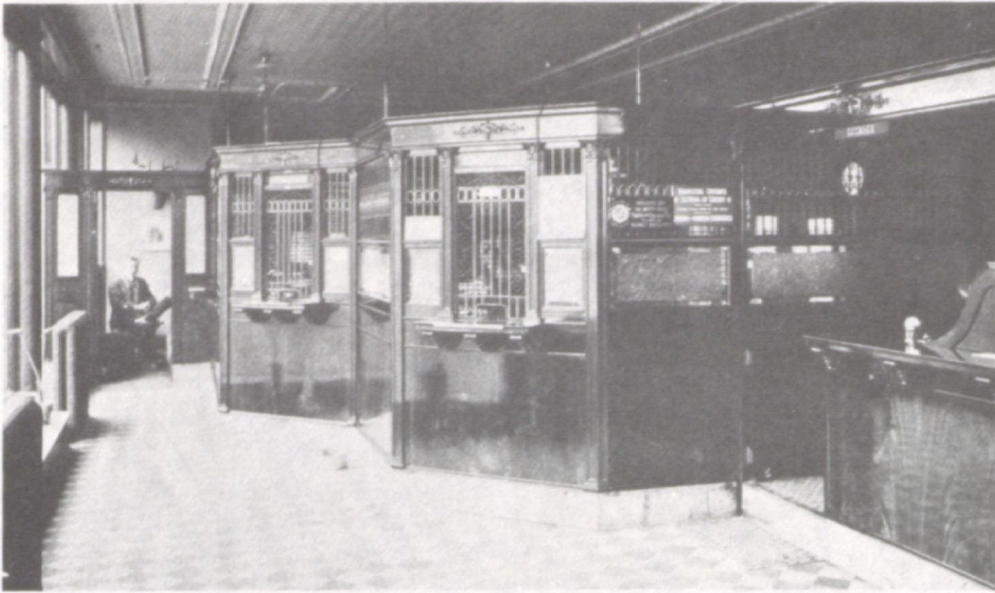


W. B. Conkey Printing Company,
1898



Gibson Railroad Yards

BUSINESS ENTERPRISES OF EARLY DAYS



First National Bank,
1903



Lion's Store,
1906



Lake George Ice Company

Exultantly Mr. Gero boosted the town in 1890 by writing *Cordial invitation is extended to those whose interests are established in Hammond to industrious and enterprising people to locate where exist the advantages herein briefly outlined, together with others that want of space forbids making even allusion to. The situation and conditions are not exaggerated. Although much has been accomplished in seven years and the people justly feel proud of what they have done, they know that much remains to be undertaken and finished. There is plenty of room here for others to work and plenty of work here for more people to do. The community is prosperous, and generosity forbids them to deny others to share in this prosperity. Enterprise and industry find their reward everywhere in free America; but nowhere else is the measure of reward more generous, nowhere more certain, nowhere more quickly realized. It is recorded in the ancient book of Exodus that when the people of Israel "took their journey from Succoth, and encamped in Etham, in the edge of the wilderness, and the Lord went before them by day in a pillar of a cloud and led them the way; and by night in a pillar of fire, to give them light; to go by day and night. He took not away the pillar of the cloud by day, nor the pillar of fire by night, from before the people."* For the people of the Calumet Region, for those who live in Hammond, the furnaces of industry, the tall chimneys of forges of factories and of mills, send upward perpetually by day pillars of a cloud and by night pillars of fire; and from before the inhabitants of this city these signs of prosperity are never taken. To us, this likeness to Jehovah's manifestation of care for the welfare of a spirited people is an omen of inspiration, the promise of a future of surpassing splendor.

THE BOOM ERA: 1891-1916

Daily now the population was increasing, adding to the 5,428 of 1890 to reach 12,376 by 1900. They came for various reasons. A man could usually find employment in the packinghouse or perhaps he brought other talents such as carpentry, the retail trades and even those of newly created small industrial plants.

A good example was a local blacksmith by the name of Otto Knoerzer, perhaps spurred by memories of a rigorous farm life in his earlier days and turning to the invention of an automatic potato planter and other farm equipment. The O.K. Champion Potato Machinery Company is still here as the Champion Corporation.

There were others, all adding to the growth and prosperity of Hammond. A young clerk in Marcus Towle's general store started a hardware store on State Street early in this era and it is now regarded as the quality department store of the city, the well-known E.C. Minas Department store.

The Taylor Chain Company came out of Chicago in March of 1914, when S. G. Taylor, Jr. son of the founder, combined the operations of his own firm and that of the recently purchased U.S. Chain company of Maxwell, Indiana. By 1961 the original 20,000 square feet of plant had expanded to 150,000 square feet. This firm has been through two world wars and has been cited for high-quality production and forward vision in the improvement of the chain-making process by the U.S. government so that now their quality products of a dizzying variety of chains encompass the globe. A second plant was added in 1949 in Pittsburgh.

Their 100th year in business was celebrated in 1973. At that time David M. Taylor of the fourth generation remarked, "Rather than the end of our first 100 years, I look at this rarely achieved distinction as the beginning of our second century of chain leadership." From the original 11 employees of 1914 they now have approximately 300. This is an exceptional example of the type of industry that has grown with Hammond and shared its ups and downs for over 62 years now. It is located on 141st Street on the North Side.

North Township now consisted of Hammond, East Chicago and Whiting, together with the smaller villages of Munster and Highland and some unincorporated areas. By 1890 its population represented 40% of the county's population. This soared to 58% by 1900. It represented an aggravated political and legal situation because of the distance to Crown Point, heretofore the center of all population. In the winter of 1890 and 1891 a strenuous effort was made by Hammond citizens to have a bill passed in the State Legislature in order to move the county seat to our city. A diligent battle defeated the bill.

But the citizens of Hammond persisted, and a decade later saw the erection of a Superior Court building in Hammond with branch offices of the sheriff, clerk and other county officials. It is interesting to note that Michigan City supported Hammond in the Legislature, confronted as they were by exactly the same situation wherein LaPorte, the county seat, was far removed from the larger center of population. Both settled for the same local courthouse.

In 1892 a street car franchise was granted to service a two-mile stretch of track along Hohman Avenue. Although it was to be powered by electricity, it thoughtfully provided for horse power to pull the cars if the electric power failed -- but only for 30 days. This franchise was sold in 1893 to the Hammond, Whiting and East Chicago

Railway Company, and this street car company ran until 1939 in Hammond. In 1895 they connected with the Chicago street car at the Illinois state line and brought the Chicago Loop to a closer relationship with Hammond. The street car system generally brought more prosperity to Hammond merchants and more people to our city. The railroad trains did not cater to the commuters especially, although in 1907 there were 51 trains running daily from Hammond to Chicago and 49 returning here.

The famous Samuel Insull brought us our high-speed interurban, the Chicago, South Shore and South Bend, otherwise known as the "South Shore", in 1908. This took Hammondites into the economic embrace of Chicago due to the 30 minute trip to the Loop coupled with the frequent service. It is the only known surviving interurban road in the country in 1976.

All of this progress could not have been attained unless one problem had been solved early in the 1890's.

This was the question of the water supply.

The two deep wells that had started the water system just a few years previously were not able to meet the needs of a fast-growing town. Industry and residences must have more water at a pressure that would remain constant. The Grand Calumet River could no longer be considered a source of supply, increasingly polluted as it was, made so by humans and industry alike.

What more natural thing to do than to turn to the possibility of an inexhaustible supply of pure water that was at the golden sands of a beach only 6 miles to the north?

Lake Michigan.

True, it was not politically a part of Hammond. However, the two large lakes that lay partly in the northern Hammond city limits, Wolf and George, afforded a slender road between them that reached Lake Michigan.

There was a possibility here and leadership was available. Our second mayor, Thomas Hammond, undertook to move for the annexation of this unincorporated area of North Township that reached from Gostlin street north to the lake front and from East Chicago and Whiting west to the state line. Mr. Hammond was elected to the United States Congress in 1893 and Patrick Reilly finished his term in the mayoral office. This former Civil War veteran also gave impetus to the annexation movement, as did Fred R. Mott, who succeeded him in 1894 for the first four year term until 1898, when Mr. Reilly returned to office for the following four years that ended in 1902.

It was a battle of momentous proportions. At the very offset, evidently purposely, the City of East Chicago thrust an annexation of its own into the record, a narrow 80 rod strip of land reaching from that city to the state line to the west. This had the effect of cutting off Hammond from any movement to the north. The battle lines were drawn and many weary years of courtroom litigation ensued until 1897, when the United States Supreme Court ruled in favor of Hammond. Gostlin street was no longer the northern end of Hammond -- Lake Michigan was.

The tiny city of Hammond was fighting here the big-moneyed landholders, - especially the Shedd and the Forsythes. True, there were a handful of actual residents in the area that opposed annexation also, but they appear to have been "fronts" for the above two families. The court records in this particular lawsuit afford a wealth of information for historical purposes as to the character of the land and the inhabitants thereof in the early nineties.

But Hammond won and one of our strong points ever since has been the excellent water system, now shared by the smaller towns on our southern borders and across the state line into Illinois.

With the excellent one and a half miles of beach along Lake Michigan, together with the newly acquired Roby and Robertsdale citizens as well, Hammond now was the largest city in Lake County.

A. F. Knotts, our mayor from 1902 to 1904, long cherished the idea that Wolf Lake could be a viable harbor for Hammond. This was to be done by simply dredging out the small Wolf River that led from Wolf Lake into Lake Michigan. He soon became known as "Harbor Knotts" and led a futile delegation to Washington to seek Federal aid. Hammond might have been a steel mill city had he been successful, but our beach is still unsullied for the most part, although Lake Michigan's waters are not altogether as pure as they were at the turn of the century.

The year 1894 saw a serious crisis in Hammond due to the Pullman strike just a few miles to the northwest of Hammond. The striking forces were determined to stop the trains and U.S. troops were quartered in Hammond to permit the mails to pass through. 800 militia were then called into duty here as the disturbances spread to East Chicago and Whiting. Trains were delayed for lengthy periods in Crown Point.

In Hammond the tents of the soldiers, the soldiers themselves on guard duty with their arms in various sites such as the Erie Railroad station and the Gatling gun on that platform all combined for a tense situation. All outside intercourse with Chicago was cut off. There was no mail, travel or daily papers. Some grocery stores were forced to bring in supplies by horse and wagon as in former years.

It was almost inevitable that some incident would precipitate a confrontation under such circumstances and tragedy struck when a nervous soldier fired and killed an innocent man sitting on his front porch on Fayette Street.

But again the strong leadership of Hammond came to the fore. A meeting was held in the Sons of Veterans hall. The first speaker was former Secretary of State, Charles F. Griffin, a local attorney, who stated the facts as he saw them and called for a restoration of law and order. He was joined by W. C. Belman, the Rev. F. W. Herzberger, G.P.C. Newman, J. B. Woods, the Rev. August Peter, Col. LeGrand T. Meyers and E. E. Beck.

Another faction opposed them but it was pointed out to all that the origin of the trouble was not in Hammond and our citizens were not obliged to join into a movement which was not generally endorsed by its citizens.

Quiet was at length restored and the soldiers were removed from Hammond. Of interest at this point is the fact that some of these men later returned to become Hammond citizens, so impressed were they with the quality of the local people during this period.

Hammond had not shared in the general traditions of the Hoosier state up to this point but large numbers of former residents of Crown Point attracted here were instrumental in bringing these characteristics with them as they came into the area, and it was their influence that was successful in transforming the general body of the citizenry, trained as they were in a background of tranquillity and order. The opposing faction apparently was persuaded to their side and Hammond was only disturbed by one other such action in 1919, which will be alluded to later.

The heavy population increase had been swollen by German immigrants to a great degree, encouraged to follow their fellow relatives to this land and area of opportunity. "Wie Gehts" and "Guten Morgen" were heard everywhere and most shopkeepers were forced to learn the language or have an employee who did speak it. Churches usually had two types of services - English and German. The emigrants were a sturdy lot and ambitious to own their own homes. They accomplished this by living frugally,

working hard and paying their own way. Some of those families who had a considerable influence on the further development of the community, especially through their children, were the Tappers, Muenichs, Rimbachs, Huehns, Millers and the Kleiheges.

Some of them had acquired small farms but the produce was meagre and only sufficient for their own families. Besides part time jobs in the packing house they also hunted and fished, especially when the winter came. Two of these men made a living at hunting, trapping and fishing only.

One was Peter Mak, whose Indiana Avenue woodshed was lined with muskrat skins. Those strangers who wanted to find him were directed by "the odor". His neighbors could always rely upon him to supply them ducks at 10¢ each and geese at 15¢ in season. Mr. Mak later moved across the state line to West Hammond wherein he became one of its first mayors. His descendants are numerous in present-day Hammond.

Charley The Fisherman was known only by this intriguing name. He had a shack at Wolf Lake and devoted himself entirely to fishing and kept housewives in fish - "a mess for 15¢".

Those who did have this small acreage either had foresight or were plain fortunate when the demand for town lots came to the fore during this period. Some had faith in Hammond itself, others in its proximity to Chicago.

In the midst of all this prosperity disaster struck in the form of a huge fire at the George H. Hammond Packing Company on October 23, 1901. The flimsy frame buildings lasted only a few hours in spite of equipment rushed on flat cars from Chicago and Michigan City -- the time lag was too long. \$500,000 was the total loss. No lives were lost but 4,500 previously slaughtered pigs were barbecued to a crisp in the holocaust.

The plant was never rebuilt and on May 3rd, 1903 it was definitely closed. The G. H. Hammond Company, in spite of its \$3,000,000 investment in Hammond and its Omaha division, was never a heavyweight as compared to the "Big Three", Swift, Armour, and Morris. Its leadership lay in the origination of freight car transportation of meat. It had been swept into a combine of many small plants and had probably already been destined to be closed before the fire broke out. Only the office building remained, and it became the basis for the Hammond Athletic Club, where professional football had its origin.

It was a stunning blow but in those days of destiny Hammond citizens, together with courageous leadership, undertook a recovery and never once looked to Washington, D.C., incredible as that may seem now in this era of "disaster areas".

Just prior to this time -- in 1898 -- the W. B. Conkey Printing Plant had been induced to move its huge printing plant to Hammond. It was then considered the largest book-binding operation in the world and the new building, with its famous saw-tooth roof, became a source of new pride in Hammond at once. Lorado Taft even sculptured one of his gems over the main entrance that still is as fresh as when first placed there. Mr. Conkey paid for the street car tracks to be extended down to his plant eastward from Hohman Avenue.

Simultaneously, the Simplex Railway Appliance Company located its factory on the north bank of the Grand Calumet at Hohman Avenue, on the site of the former log cabin the Hohmans had first used when they came to Hammond. In 1905 they merged with American Steel Foundries and stayed here until 1975.

The head executives of these two groups also undertook to live in Hammond, even as Marcus M. Towle had in the previous generation and became leaders in the social, civic and economic life of Hammond. The new employment appears to have taken up the slack eventually that the packinghouse closing created.

However, there was a temporary period of disruption, especially when the new Conkey plant employees struck. There was a subsequent rapid loss in population and matters appeared grim for two years but Armanis F. Knotts took over as mayor in 1902 and swiftly moved to create the Hammond Industrial Committee, a 12 man group of civic-minded citizens, with the result that eleven new factories came to Hammond during his two year term. Hammond was now growing into a city with diversified sources of employment, unlike others who were dependent upon the operations of one large industry, even as Hammond had been during the packinghouse era.

During Mr. Knotts' term, the Hammond Distilling Company, the Straube Piano Company and Frank S. Betz built new manufacturing plants here. The latter was a manufacturer of surgical instruments and was to stabilize employment here for another generation.

Lawrence Becker was the mayor from 1904 to 1911 and during his term the largest manufactory Hammond has ever had was erected on the site of an ill-fated race track that the State Legislature doomed when horse-racing failed to become a law in spite of tremendous efforts to force them into it.

This was the Standard Steel Car Company, which started to build in 1906. The real estate firm of William Gostlin, Peter W. Meyn and A. Murray Turner, was instrumental in bringing this modern passenger and freight car company to Hammond, working with the publisher of a local newspaper, Sidmon McHie of the Lake County Times. The famous James B. "Diamond Jim" Brady was an executive officer of this firm, which was based in Pittsburgh under the direction of the famous Mellon clan of that city. Mr. Brady was a frequent visitor to Hammond, and was said to be one of the greatest salesmen of railroad freight cars the industry has ever known. He was also a close friend of Mr. McHie.

Almost immediately "the Standard" became the city's largest employer, reaching 3,500 in 1912 and eventually running from 4,500 to 5,000 employees. Until its sale to the Pullman Company in the early 'thirties, Hammond's economy was closely linked to its payroll. It was located on the then far southeastern section of Hammond in 1906 and the area known as East Hammond sprang up with housing for its employees almost at once. The street car company extended its tracks down Conkey Street to a point just one block from the main entrance.

The Superior courthouse was completed in 1903 but seven years afterward, in 1910, it was remodeled by the local firm of Reed and Bump, making the total cost \$190,000. Until 1974 it was a landmark in Hammond, on Hohman Avenue at Rimbach Avenue. Two stories high, it had a lofty clock tower that failed to function in latter years but was still imposing. Two large courtrooms, offices of the sheriff, clerk, court reporters, prosecuting attorney and records of the recorder were all contained in it. When the contents of the cornerstone box were revealed at an opening in the Hammond Public Library it was a voice out of the past.

Hammond's greatest population growth was from 1890 to 1900, an increase of 128%. The following three decades saw increases of 70% each. The population was 20,925 in 1910. This was the last year it led as the largest city in the Calumet area, Gary taking over by 1920. The Germanic immigration began to diminish after 1910.

Because of the large numbers of railroads it was inevitable that their yards should come into the area. The Gibson yards at the old West Point-Gibson area of Hessville came into existence in 1906. They featured a large round house and machine shop. It was here that a branch of the Y.M.C.A. was erected by the Chicago, Indiana and Southern Railroad, who saw that some sort of provision must be made for the welfare and accommodation of the employees who would have to stop at their northern terminus. Until recent years this building accommodated men on a 24 hour per day basis.

There were also the Erie yards, round house and shops in Hammond proper, covering 80 acres with 300 men employed. The Monon railroad yards also had 48 acres at the southern limits of the city with about 150 men employed at its peak and a large office building at the front of the loading docks.

Another smaller carbuilding plant was the Illinois Car and Equipment Company, located in north Hammond at the state line. It never had over 350 employees and went out of business in the mid-twenties. Another plant of similar character was the Fitz Luther Company. They specialized in the manufacture and rebuilding of locomotives, cars, steam shovels and general railway equipment. It occupied a site of 14 acres north of the Grand Calumet on the eastern edge of Hammond. Its predecessor had been the firm of Norbert and Peckham. They employed 200 men but went out of business in the mid-1920's.

The origins of the huge Northern Indiana Public Service Company were also laid in Hammond with the first buildings in 1900 on Hohman at the Calumet River and the unusual cornerstone some 15 feet in the air still bravely facing the world -- the Hammond Gas and Electric Company--with the inscription "and God said, let there be light and there was light". This firm now extends clear east to Fort Wayne and as far south as Lafayette through a series of mergers and extensions that are a history unto themselves. Its main offices are based in Hammond and Mr. Dean Mitchell has long been the chairman of the Board. At one time he was a protege of the famous utility magnate of the twenties in Chicago, Samuel Insull. Mr. Insull had a special office in the Hammond headquarters.

In 1905 the Reid-Murdock wholesale grocery firm located a large branch in Hammond to receive the products of the local farmers of the area -- preserves, jams, jellies, pickles, sauces, vinegars and other table condiments were received and packaged over the country. They employed 400 individuals at their peak.

Adjacent to them on Marble Street was the Enterprise Bed Company, huge manufacturer of bed springs, another example of a stable and fairly large factory, usually employing 200 men. This was later the Junior Toy Company until just a few years ago.

Lest it be felt that only manufactured products were created in Hammond, in addition to our own excellent public and parochial school systems, our first University was located here in 1908. This was the Lincoln-Jefferson University, a flourishing school during its five years of existence. Located on the northwest corner of Ogden and Hohman Avenue, it is now the Knights of Pythias Hall.

Many prominent lawyers of Hammond were graduates of the school during its time. It had a two year law course, but at that time the annotated statutes of Indiana were contained in 2 large volumes -- approximately 65 years later they are in about 75 such tomes. Two of the prominent graduates were John W. Morthland of the well known law firm of Bomberger, Peters and Morthland and John C. Agnew, long the head of the Trust Department of the Calumet National Bank and also vice-president. Mr. Agnew, the authority on the Lincoln-Jefferson organization, once stated that its correspondence law school was the most popular division and those who benefitted the most from it were court attaches, law office clerks, stenographers and court reporters, a number of whom were afterwards successful in the legal profession.

The largest laboratory for the testing of railroad cars in the world is located in the present day plant of the Pullman-Standard Company on Fields Street, just east of Columbia Avenue. Processes of control and new developments have come quietly out of this division of the old Pullman company in spite of the moribund state in which present day railroads find themselves as to their finances. It is in these laboratory research areas that the solution to this all-necessary form of transportation will eventually be found. The allied plants in Hammond that have to do with the railroads have long been noted in this "home" of hundreds of thousands of freight and passenger cars built since the Standard Steel Car Company first was erected in Hammond.

The Indiana Harbor Belt Railway celebrates its 75th birthday this year of 1976. From its Michigan Avenue repair track in 1923 came the invention of the car retarder, a car speed control device that combined the knowledge of both management and employees. The inspiration and engineering background was supplied by George Hannauer, vice-president and general manager and E.M. Wilcox, superintendent of railroad cars.

The mechanical know-how came from Garner Grills, general car foreman, and John Marsh, a worker in the woodmill. The Beatty firm later mentioned, together with the Illinois Car Company of north Hammond, manufactured the parts and installed the machinery.

Late in 1924 the first working model was installed on the Gibson North Hump with immediate success. Cars could now be classified more rapidly and safely and with the contents less subject to damage.

The car retarder is now regarded almost as important as tracks in rail yards. The use has spread all over the world and lately it has been integrated into the computer controls of yard switching operations. As the cars pass over a hump, the system weighs the cars, aligns switches depending upon the destination of the car, taking into consideration both temperature and wind conditions. The retarder is then programmed to supply the correct pressure to the flange of the wheel and thus guides the car onto the proper classification track.

Mr. R. E. Sullivan, former general manager of the IHB railroad, states that "few railroad inventions have played so dramatic a part in modern railroading as the retarder which was developed at Gibson a half century ago." Oddly enough, the company has its general offices at the very point on 161st Street and Kennedy Avenue in the old Gibson area where the Michigan Central Railroad, the first railroad to pass through Hammond proper, stopped in 1851 and passengers disembarked to continue the final portion of their trip via stage coach into Chicago. The railroad now has 1,600 employees. Mr. Albert Cravens, new general manager, states that "the 'Belt' has 114 miles of encircling track in Chicagoland and in June of 1976 joined the new Con-Rail System, being designated as the direct western connection for all traffic leading that way and are the sole eastbound classification yards for Con-Rail." This marks another triumph for Hammond in the Bicentennial year of 1976.

The public library in Hammond reached corporate status in 1903. It had existed in a hand-me-down way for several years prior to that date, especially since the Shakespeare Club was organized in 1902, consisting largely of young people with a large sprinkling of school teachers. Druggist Otto Negele contributed \$100 for a set of historical books; Mr. Negele was famous for his ad: "Our Cigars Burn Only At The End You Light Them." Mr. W. B. Conkey also regularly contributed books in the early years, evidently overruns on work at the famous printing plant.

The Bloomhoff Millinery Store proffered space in one corner for the 50 odd volumes the Club assembled. Later they were transferred to the Chicago Telephone Company building on Rimbach Avenue. Then the famous Andrew Carnegie was induced to donate \$27,000 toward a new building if the city council would maintain it as a free public institution and donate the land for the new structure. A portion of Central Park facing Hohman Street between Michigan Avenue and Truman Avenue was chosen. It was adjacent to the city barns, #1 fire station and the city hall. The new Carnegie Public Library was formally opened

on July 8, 1905 with a book inventory of 4,872 and served the city continuously until 1965, when the current site at 564 State Street was chosen for a new multi-million dollar building. This was the site of the former State Theater. By 1976 this building and the 11 branches had a total circulating inventory of 288,553 books, records, and films plus many other supplementary services including a large public auditorium for general use. Marjorie Sohl, a descendant from the second family to settle in Hammond, is in charge of adult services.

Our first librarian was Marie (Easter) Hansen, who served from 1904 to 1906 and then resigned to attend the first graduating class in library science at the University of Wisconsin. She was succeeded by Jean Sawyer, who was here until 1924. Our first male librarian was Orlando Davis in 1925 and then Mr. A. Nichols, 1926 to 1928. Mr. James A. Howard was Chief Librarian from 1929 to 1954. Upon his death, Mr. Edward B. Hayward assumed the position.

Hammond Public Library has had a Board of Trustees who have loyally served without remuneration all during this period. At present they are Mary Lou Serafin, Gloria Kandalec, Warren A. Reeder, Jr., John F. Wilhelm (retiring in 1976 after 30 years of continuous service), William Preston and Irene Radloff.

Two of the branches, Howard and Hansen, are named after head librarians and another two, Rupp and Keeler, after former trustees. Mrs. Hansen, incidentally, returned to serve in another capacity from 1919 to 1931. According to the Board's minutes, her first salary was \$6 per week.

The library was the recipient of an excellent collection of Indian artifacts collected by J. W. Youche of Crown Point. Mr. A. M. Turner and Dr. W. F. Howat, both public-spirited citizens who were instrumental in starting the public library and also served as trustees, together with other citizens of our city, purchased this collection for \$5,000. It was later loaned to the public schools, but has mysteriously disappeared in the latter few years, a cultural and financial loss of no mean dimensions.

Mr. A. Murray Turner deserves special recognition as one of the more progressive citizens of this era in Hammond. A graduate of Valparaiso University, he was elected sheriff of Lake County in 1888 and ran an undesirable element of gamblers out of our Roby section before he came to Hammond in 1893 and went into banking and real estate and varied interests such as the street car system. One of his greatest interests was the development of nature and an interest in parks which the public could enjoy. The following are some of the parks Mr. Turner has seen transformed from waste land into beautiful parks. He is frequently referred to as the

"father of the park system."

Central Park was acquired in 1887. This is now a portion of our Turner Park Urban Renewal area. It no doubt inspired Mr. Turner and with far reaching future results for all Hammond citizens.

Douglas Park was acquired in 1896 and contains 24 acres; Harrison Park was acquired in 1898 and contains 25 acres; Lake Front Park, acquired in 1903, has 1,200 feet of Lake Michigan frontage with riparian rights. A bathhouse and playground were erected here in 1915. It also had a restaurant and pier but these buildings no longer exist.

Columbia Park was acquired in 1910 and contains 118 acres. This was formerly called Morris Park. Maywood Park was acquired in 1914 and contains 17 acres.

Turner field, acquired in 1921, contains 9 acres. Mr. Turner donated this land and a large covered spectator stadium was built on it. For many years all major athletic events were played here. Baseball greats such as Babe Ruth and the legendary Indian football player and all-around athlete, Jim Thorpe, were amongst the many to be seen here, especially in the 1920's.

Fred Mott was mayor of Hammond during the acquisition of Douglas and Harrison Parks, suffering much anguish over the latter because his residence was opposite it on Hohman Avenue. For a long time the formal cow pasture was known as "Motts Front Yard".

The Hessville Park was acquired in 1924 and contains 14.2 acres.

Lake Front Park actually consisted of the aforementioned 1,200 feet of lake frontage plus what is now known as Forsythe Park along the old Wolf River leading from Lake Michigan to Wolf Lake. The total price for this was \$150,000 and the city paid \$25,000, acquiring first approximately 2½ acres along the lake. The balance was purchased by G. J. Bader, F. Smith and A. M. Turner, who then leased it to the City with option to purchase. The surplus land was sold and ultimately yielded the lake front portion free of cost to the city plus \$107,000 in cash. This enabled them to spend \$75,000 in the purchase of Forsythe Park and later purchases ran this park up to a present day total of 65 acres. Part of the surplus land was sold to the Lever Brothers for their soap factory in the early 'thirties.

The following parks were also acquired as opportunity permitted: Irving, 10 acres; Maywood, 17 acres; Riverside, 56 acres; Edison, 3.64 acres; New Park at 173rd and Grand, 10 acres; Phrommer Park, donated by Mr. and Mrs. John Phrommer in honor of their son, 5 acres; Gibson Park, 4 acres; Dowling Park, 51 acres and John F. Kennedy Park, 88 acres.

Parks are generally regarded as open targets for non-park use when a city is pressed for land and it has been a constant battle to keep them free from encroachments during the years, some of which are worthy beyond a doubt, but parks are precious commodities to be kept for their original purpose. It must be admitted however, that the Hammond City Hall was built at the western edge of Maywood Park in the late 'twenties. And the public library in 1905 took over the greater portion of Central Park.

Our largest park is Wolf Lake, the brain child of Whiting banker, Walter Schrage, Sr. Our recently retired superintendent of parks, Arthur Spoerner, well recalls a meeting attended by Joseph Finerty, former Gary mayor, Mr. Schrage and himself which resulted in the introduction of a bill into the Legislature by Harvey Post, a State Senator from Hammond and co-sponsored by Thomas Callahan of East Chicago. This allowed a special tax rate (statewide) for three mills, easily calculated to raise the necessary money. After one year came a snag: there was discovered an old law forbidding state parks within the confines of a city. After a lengthy battle, the problem was resolved by transferring a portion of the money into the purchase of the Kankakee River State Park at the other end of Lake County and deeding Wolf Lake Park to Hammond. It contains 410 acres with yet possible future additions.

The Park Department now owns, leases and is responsible for a total of 914.726 acres in this Bicentennial year of 1976.

Mr. John D. Smalley succeeded Mr. Becker as mayor in 1911 and served 6 years until 1918. Mr. Smalley had been city controller under Mr. Becker.

Another institution of prominence in Hammond has been St. Margaret Hospital. The need for it had come to the fore in 1896 but it was not until February 2, 1898 that it came to fruition. The Rev. H.M. Plaster, pastor of St. Joseph Church started the hospital with the cooperation of the Sisters of St. Francis Seraph of Perpetual Adoration from Lafayette. On that date four of the Sisters arrived in Hammond and converted the Lautman home at 30 Clinton Street into a 30-bed hospital. The first patient was John Stephens, who was registered on February 3rd.

The staff consisted of Doctors J. T. Clark, J. Pannenberg, C. W. Campbell, A. G. Schlicker, W. F. Howat, H. E. Sharrer and T. W. Oberlin of Hammond. Dr. Iddings of Crown Point and a Dr. Baken from Englewood in Chicago also were on the staff.

The Lautman home was soon replaced by the first unit of the hospital and in 1901 a masonry building was dedicated. It was soon evident that expansion would go on and the group began the purchase of lots west to State Line and to the south of Douglas Street. The greater part of the block gradually has become dedicated to the hospital with portions still being added in 1976, especially for parking. The next block to the south has now been substantially embraced in this project. In 1909 the second unit was added, giving room for up to 150 patients that were attended by 15 Sisters, and 12 graduate nurses. 30 doctors were now on the staff.

In 1919 a School of Nursing was added; the Sisters had risen to a total of 24 and there were 45 doctors in attendance. The faculty for the nursing division was recruited from the Sisters. In 1919 a maternity department was also added. The south wing of the hospital was started in 1923 and by 1927 there were 300 beds available, a somewhat spectacular growth. By 1927 the daily admittances amounted to fifteen and the hospital had long held a resident chaplain, a Sister Superior and 30 Sisters; the staff of physicians had grown to 65. There was a resident doctor, seven interns, a full-time dietitian, fifty student nurses and 30 registered nurses on call. Future additions and growth were yet in the offing, possibly beyond the comprehension of those who knew the humble start.

Free mail service was not inaugurated until April 27, 1896, when three regular carriers were established. From Marcus Towle onward, as our first postmaster, mail was always secured at the business establishment of the individual who held this coveted political position, varying as to those faithful to the national president's party. By 1904 there were 10 regular and three substitute carriers, serving the whole of the city. Those at the edge of the district were served by a carrier with a mail wagon. Hammond also received the mail for West Hammond (Calumet City) until 1923. Ironically, the mail of Robertsdale has always been handled through the Whiting postoffice but the Roby area, once dubbed "the world's smallest postoffice", is now handled by Hammond.

Congress approved \$104,000 to construct the Federal Building at the corner of State and Oakley Streets in 1904. The land was purchased for \$6,000 through the efforts of Virgil Reiter, local attorney and later Superior Court judge and the structure erected in 1906. At that time 27 daily trains were bringing mail to the local office for handling. There were also sub-stations in West Hammond and Robertsdale at one era.

The original building was demolished in 1940 and a new one erected. In 1967 the latter was entirely remodeled. The Federal Courts, Internal Revenue, Army and Navy recruiting offices and allied departments had long been in this building and their expanded services required more room. The postoffice itself secured a new modern structure at the corner of Sohl and Douglas Streets. The Postal Department now has 299 employees in 1976.

The Chicago Telephone Company was approached for service by local businessmen and Oscar Krimbill's drugstore on State Street held the first switchboard. Joseph Weiss was the first operator and when he took over the drugstore he kept the number, which was "one". Up to about 1960, when automatic dialing came into general use and personal service by operators with their "number, please?" request ceased, many of the newer operators were nonplussed by an answer of "one!"

The telephone exchange building on Rimbach was erected in 1902 after the drugstore operation proved to be inadequate by 1896. In 1904 Hammond had 1,000 telephones in service. This building, adjacent to the Goldblatt Department store, was doubled in size in 1913 for more operating room and office space. Mr. Krimbill became the first manager. The second addition to the exchange became too small and the switchboard operators and business office moved into the new Roscoe Woods real estate office in 1925. This office was across the alley just east of the Hammond Building on Fayette, directly opposite their current building built in 1953 on the south side of the street. The Hammond office now has 70,000 telephones in service, covers Whiting, East Chicago, Hammond, Highland and Munster. They have approximately 475 employees. Mr. Anthony Cameli is the manager in 1976.

During the Spanish-American War of 1898, Hammond raised Company "A" of the 161st Indiana Volunteers. Since it was but 33 years since the Civil War had ceased, the numbering system of regiments was continued. These men were sent to Indianapolis under Colonel Durbin, later

governor of Indiana. Their regiment was said to be the best drilled in the state. In Cuba they encamped near Havana but saw no harder service than guard duty and were returned in 10 months and discharged at Savannah, Georgia.

The entertainment of those days centered about the three opera houses. The Hohman Opera House at the Four Corners had been erected by Mrs. Hohman. It was well equipped, had a stage and scenery. It was located on the second floor of the building on the southwest corner of State and Hohman Avenues.

The Towle Opera House was considered the most modern and best equipped of the group, offering first-class attractions out of Chicago at times. The Central high school used it for all group gatherings, located just one block to the north of that building on Hohman near Sibley.

The earliest public hall in Hammond was the Huehn Opera House, located also on Hohman Avenue in the Huehn building on the north side of the Michigan Central tracks. It served more as a dance hall although a stage was available.

Every generation saw the rise of what can best be termed as "characters about town". One was "Pop Corn" George, a nearly blind individual. He could be seen about the town for years, carefully feeling his way along a street curb with his long white staff. He had built up a newspaper route and sometimes employed a small boy to accompany him but he always carried the papers himself and threw them on the porches at the proper point. He would also sell them downtown. His nickname was acquired by his habit of selling popcorn, but the source of it was never quite clear. Somewhat irascible by nature, he was not as well beloved as Black Joe, a familiar colored man about town who did odd jobs, especially for the well-to-do families such as the Towles, making his residence in their carriage house. He was a favorite of small children, to whom he would take time to tell stories. His favorite outburst about once per year was to celebrate St. Patrick's Day, forming his own parade of small children. There was also "old man Magoun", another odd-job man for some of the wealthier persons who kept a kindly eye on him. He lived in a small hand-built shanty surrounded by a collection of miscellaneous items he had picked up for some future use. On Sundays he always went to church wearing a spotless white shirt and shiny blue serge suit. Of a cheerful disposition, his shanty was guarded by a ferocious small dog during his absence. Up to this date in Hammond, we still have people of this ilk, some beggars, others merely eccentric.

To this group should also be added the practical jokesters. Amongst these were "Doc" Young, local M. D. and Roscoe Hemstock, local athlete and clothing store salesman, later one of Hammond's prominent realtors. These two collaborated many times on some rather bizarre programs played on the unsuspecting local citizenry.

There were the weird incidents also, as Mr. Hemstock once experienced when serving as deputy county clerk in the Superior Courthouse on Hohman Avenue. A dissatisfied citizen of Whiting showed up carrying four new revolvers, 165 bullets, a two-edged sword, a hammer, a hatchet, a blackjack, a butcher knife, an iron hook, a club wrapped in black cloth and studded with pins, a five-pound chain and a long, heavy belt. He was clothed in stove-pipe armor covered with newspapers and carried a helmet fabricated from pipe, looking somewhat like someone from outer space.

It is not known how he put on his fantastic suit nor how he got up to the second floor near the clerk's office with the 70 extra pounds he was carrying but he opened fire on Judge Charles Greenwald, putting a bullet through his arm, struck Bailiff DeBow three times and Juror Robbins once with additional bullets before he was overpowered. Mr. Hemstock later recalled that he discreetly removed himself from the fracas as soon as it started.

The First Presbyterian Church received its start when the Presbytery of Logansport in 1881 felt that "the then village of Hammond promised to be a fertile field for missionary work in the cause of the Redeemer of Souls and represented the same to the attention of the Presbytery". Surveys were made in 1889 and 1890 and services held in the Royal League Hall on the first Sunday of 1891. The Rev. F. M. Elliott became the first pastor and vigorously pushed this missionary endeavor of the Logansport group, causing a new church to be erected on Hohman near Ogden Street shortly that was dedicated on January 22, 1893. A stone edifice, it cost \$6,000. Pastor Elliott went on to other missionary endeavors but returned to Hammond after retirement and managed the Chicago Business College of Hammond.

The building burned badly in 1916, just prior to an entertainment led by Mrs. John F. Wilhelm, Sr. The structure was now proving inadequate, since Sunday School classes were held in rented quarters next door in the Lincoln-Jefferson Law School building. The building was sold to the Christian Science Church and a new \$50,000 edifice dedicated on March 16, 1918 on the corner of Highland and Hohman Avenues, where they are still located in this Bicentennial Year and where they

now plan a completely new structure after almost 60 years. It was in this building originally that Hammond's first gymnasium was located.

The Christian Science Church rebuilt the former structure and stayed there until 1969 when they sold it to the Northern Indiana Art Association.

In 1909 Hammond filed another suit to acquire all the land in North Township north of the Little Calumet River not already occupied by East Chicago and Whiting. It then settled back for another long lawsuit of lengthy duration, for the Town of Hessville was involved in its entirety and they fought the annexation doughtily, but it was futile in the long run. Their last attorney, Mr. Edwin Friedrichs, termed it "inevitable" when it was consummated in 1923. Hessville had 1,480 inhabitants in the 1920 census, the only time it was ever listed.

The Hessville boundaries ran from Cline Avenue on the east, the Little Calumet River on the south, State Line on the west and 165th Street on the north. Hessville town had a population of 1,450 in the 1920 Federal census since it tried to incorporate during the lawsuit period. They had an election in November of 1917 and Fred Dedelow, a life-long resident of Hessville who died in 1975 at age 94, was elected to the school board at that time. It was during this Hessville control period that the Edison School of South Hammond was founded and also the Saxony School, first located at 173rd and Calumet Avenue and then moved to 173rd and Columbia Avenue later.

Considerable jealousy was spurred by Hammond's action in filing the Hessville annexation suit. The East Chicago council passed an ordinance in 1910 annexing all of the land within the corporate limits of Hammond. A few days later the fledgling City of Gary passed an ordinance "annexing all of the territory included within the City of Hammond to the City of Gary". The rather vague language leads to the suspicion that the former Hammond resident who was then the mayor of Gary, Thomas Knotts, was not quite sure of himself, an unusual situation for him under normal circumstances.

John A. Gavit, Hammond's city attorney, felt that the ordinance also took in East Chicago and Whiting.

Annexations normally being lengthy, unpopular and bitter, Hammond remonstrated against the two offending above cities and the courts promptly ruled in its favor. It is not known who paid the court costs and attorney's fees. It took petitions from two-thirds of the qualified

voters of Hammond to win the action. 'Tis said the U.S. Postal Department authorities also let it be known that they were looking upon these antics with a jaundiced -- and possibly prejudiced -- eye at the time and that message came through loud and clear.

Mr. Joseph Hess, our first North Township trustee, had settled in the general area of 169th and Kennedy Avenue about 1849. He caused to be erected a small one room brick schoolhouse which somehow survived through various occupancies after it was abandoned as a school in 1898. The citizens of Hessville, under the leadership of V.E. Iliff, secured this structure under almost insurmountable odds in 1971 and moved it from 169th and Kennedy Avenue to a new site in Hessville Park where it has become known as "The Little Red Schoolhouse", completely renovated and furnished as it was in 1869, some of the original desks and the bell still being available. Around it has centered Hammond's Bicentennial celebration on July 2nd and 3rd, 1976. The July 2nd date was a most appropriate one since this was the date the resolution for independence passed the Second Continental Congress in 1776, not July 4th as many have supposed.

This building was the first public school in Hammond, preceded only by a private school in a log cabin just prior to this time. It was the headquarters for William J. Bryan's first presidential campaign in 1896. The Little Red Schoolhouse will long become a tangible glimpse into Hammond's past for all the residents of Hammond, Lake County and even Indiana as a whole, since plans are in the offing to promote this unique building. It also has space for community gatherings in a new basement. Oddly enough, the Little Red Schoolhouse closed the doors in 1897, the same year that school attendance became compulsory in Indiana.

The city authorities in the year of 1910 also dodged the sewage question, blaming the City of Chicago for water pollution in Lake Michigan "a hundred times as much as we are". Until Chicago did reverse the flow of the Chicago River and use the Sag Channel Hammond was probably correct in waiting. It was not until almost 25 years later that the problem was met head on and that was during the Depression of the 'thirties, when public works programs reached their zenith.

The success of the special business men's 12-man committee appointed by Mayor Knotts in 1902 to better the economic situation in Hammond had long been noted and the local businessmen finally came to the point of formal organization as a Chamber of Commerce in 1912.

Judge Virgil S. Reiter was elected president. Judge Lawrence Becker, a fellow jurist, was on the first board. He had recently been appointed by the governor to be the newly created second judge at the Hammond Superior Court and had resigned as mayor of Hammond the previous year's end. Oscar Krimbill of the telephone company, C.M. McDaniel, superintendent of schools, John N. Beckman, attorney, C. E. Bauer, inventor and head of the Simplex plant, John D. Smalley, mayor of Hammond, J. E. Fitzgerald, head of the distilling plant, Dr. William D. Weis, later head of the health department, both in Hammond and in Lake County and Jesse Wilson, attorney, former Assistant Secretary of the Interior under presidents Theodore Roosevelt and Howard Taft, were all fellow directors. Also on the board were J. D. Brusel, local groceryman, E. F. Johnstone, district manager for the Northwest Mutual Life Insurance Company, Walter H. Hammond, real estate and insurance broker, George A. Mason, manufacturer, Dr. D. T. Clark, J. J. Ruff, hardware merchant, F. C. Deming, lumberman, the Rev. J. C. Sharp, pastor of the Christian Church, W. B. Conkey of the printing firm bearing his name, Roscoe Woods, realtor, W. J. Whinery, attorney, Carl Kaufmann, part owner of the Lion Store (now Goldblatt's), Dr. H. C. Groman, A. Murray Turner, banker, J. L. Rohde, flour and feed store merchant, Frank Betz, surgical supplies manufacturer, John Pascaly, merchant tailor, George Pearson, contractor, Otto Knoerzer, manufacturer of farm equipment, Jacob Schloer, shoe store proprietor, Henry Lundt, contractor and A. J. Burk, manager of the local Standard Oil plant on Marble Street. W. D. Ray was a realtor who aided in the development of the Stafford & Trankle Subdivision on the north side of Hammond and H. M. Johnson was an insurance broker. This was a sharp cross section of all Hammond citizenry uniting for the first time to promote the city itself.

Of special interest here was Jesse Wilson. He was originally from Rensselaer and had led the fight in the state legislature that sent the famous Albert Beveridge to the Senate of the United States. Beveridge won the Pulitzer prize in 1920 for his book, "THE LIFE OF JOHN MARSHALL", and had two volumes of a history on Abraham Lincoln published before his death. Mr. Wilson's law firm is carried on by his son, Wasson Wilson, to this date.

The Chamber of Commerce is unique in that it is still a driving force for the good of Hammond and has had but four executive heads during its 64 years of existence. They are: Richard Brusel, Edward Hackett, William Lowery and Walter Ford. Assisting the latter individual is Elmer Rose, who has had 22 years of service to date and is considered one of the top tax experts in Indiana. From the beginning they have always located along Fayette Street. Joseph Scodro of the LaSalle Steel

Mr. Allison A. Walker, the first city marshall starting in 1884, kept this position until 1898. The first chief of police was appointed in 1894 and it is evident that the concurrent offices held a degree of tension during this period. This was A.F. Malo, who was succeeded by John Einsele. In the year 1901 Lawrence Becker succeeded in securing a law in the state legislature establishing Hammond under the Metropolitan law and Lawrence Cox became Superintendent of Police. He was succeeded in 1906 by Fred Rimbach. Peter Austgen held the position from 1909 until 1922, when Emil Bunde took over, lasting until 1930. Mr. Thomas J. Martinson then moved into the position, which he held for 27 years.

It was during Mr. Martinson's term that the police grew from a relatively small group to number almost 150 today. In 1901 Mr. Cox started with a force of only 14 including himself. A great believer in training, Martinson required the men to attend basic schools for training at Indiana, Purdue and Northwestern Universities. Attendance at these schools is credited with producing one of the finest departments in the United States. It is ranked fourth in the nation for efficiency.

Hammond has an extraordinary record in the school patrol division: Joseph Norbeck was in charge for 37 years, a record not equaled anywhere in the United States and there is no record of any fatal deaths nor even any known injuries in recent years.

In 1929 the police allied themselves with the Fraternal Order of Police under George T. Hanlon and the group has its own excellent headquarters building and hall on Kennedy Avenue which is also available to other organizations.

In 1912 the first policeman died, Henry P. Shaffer. His wife became the first pensioner. Due to a lack of funds to pay the pension the police force itself contributed the necessary amount. Peter Austgen became the first policeman to retire, taking his pension in 1925.

In 1929 Sergeant Leo K. Fox was killed in a gun battle in an apartment building at Calumet and Becker Streets and became the first officer to die in line of duty. In 1937 Captain George Hanlon, the first head of FOP Lodge #51 was killed while directing traffic in an emergency at Gostlin and State Line.

It was January 11, 1947, before any further deaths on duty occurred in the department and then Officers John Gurka and Donald Cooke were shot to death near the Kenwood School on a night patrol. The two men responsible for their deaths were apprehended and later electrocuted at the Michigan City State Prison.

Company is the current president, the 37th in a long line of prominent businessmen and citizens of Hammond.

The Controller's Report for 1910 showed the entire City operating under a total expense of \$175,556.51. The Library Fund spent \$3,493.76 that year and had a cash balance of \$1,412.79. The city balance was \$10,185.66 at the end of the year.

The east side of Hammond, roughly comprising the section from 165th Street north and contained between Calumet Avenue east and north to the Nickel Plate Railroad tracks which pass this area in a northwesterly direction, had received its first boom with the coming of the Standard Steel Car Company in 1907. Now the area was beginning to teem with residences and there was a pressing need to extend Calumet Avenue north beyond Gostlin Street, the former northern boundary of the city until 1897. It was in 1912 that this was accomplished and a new way to reach the Robertsedale area as well as Whiting was thus afforded the citizens. It was a precarious way at times, to be sure, as it required heavy fill to get through Lake George and build it above the levels of the water in the lake. The narrow road thus built, the sudden increase in automobile traffic together with the horse and wagons yet in existence set the stage for many fatal accidents and drownings until it was finally set up as State Route #41 and widened by the Highway Department in the 'twenties.

This road also set the way for the first of the big Hammond garbage dumps, wherein the City used the space between Calumet Avenue and Sheffield to the west up to the early 1950's. Thus the swampy land obligingly swallowed up the refuse for a lengthy period. The dump was later shifted to 169th and Cline Avenue at our far eastern edge and then to a borrow pit created by the Toll Road until recent years. Like most large cities, it has been an extremely pressing -- and unsolved -- problem for the past 10 years and up to this Bicentennial year.

A recent publication of the Hammond Historical Society shows a map with the original location of the Police Department at Plummer Avenue (now Willow Court) and Morton Court. The building is still there. The police occupied a small space in the new city hall built in 1892 and later moved to the new courthouse until 1912, when the city hall was remodeled and space provided for the department until the next city hall was erected.

The last member of the force to be killed was Frank H. Dunn, Jr., murdered by one Herbert B. Simon at Willow Court and Oakley Streets in 1961. Considering the size of the city and the transient nature of a large proportion of Hammond's citizenry, the death record is amazingly low.

The Hammond Police Department has an historian extraordinaire in Sergeant Delbert L. "Bud" Purkey from whose voluminous files have come the above information. He also points out that in Hessville, during the short time it was incorporated, the Town Marshall was Ernest Guenther. This was in November of 1917 and it is entirely possible that Marshall Guenther lasted until 1923, when Hammond finally took over the town of Hessville.

At the same time the town of Hessville's officials elected were: Frank Holly, August Jarnecke, George H. Schneider, Trustees, Wesley Johnson, Treasurer and Ewald Keinow, Clerk. Shortly thereafter Thomas Gorman, Fred Dedelow and Herman Schreiber were appointed on the School Board. Mr. Gorman died shortly after his appointment and Delbert Johnson took his place.

It is felt that Robertsedale did not at any time have any formal police organization, depending on the Sheriff of Lake County and his deputies to maintain order. The area was sparsely populated and outside of the incident of 1888, when Sheriff A.M. Turner forced the gambling element out of Roby, there was little need for a local law enforcement group.

The First National Bank of Hammond was organized by Marcus M. Towle in 1886 but in 1901 it was reorganized under the leadership of A. Murray Turner, president and W. C. Belman, cashier. Mr. Belman had left his first love -- the school system -- and made a long second career in banking. By 1915 it was a small bank by today's standards -- \$2,200,000 in total assets. It served the growing community well in its early years.

After the turn of the century there followed a stream of new banking institutions. The Commercial Bank had started with a capital of \$50,000 in May, 1892. Thomas Hammond was the president and John Dyer was cashier.

Peter W. Meyn, the real estate magnate, started the First Trust Company in October of 1902, the first organization of its kind in Lake County. In November of that same year he organized the Lake County Trust & Savings Bank with a capital of \$50,000. Mr. Meyn was president and Mr. Belman now became the cashier of this institution. It had a strong insurance department, of course, reflecting the founder's former interest.

On May 2, 1906 the Citizens' German National Bank was organized with George Eder as its leading spirit. Then came the Hammond Savings and Trust Company with Adam R. Ebert as president. It consolidated several real estate and insurance firms in the trust division. Frank Hammond was the secretary-treasurer. It opened May 17, 1907.

The first merger took effect on January 2, 1909, when the First National Bank took over the Commercial Bank. This was considered the largest and strongest bank in the Calumet Region at that time.

The American Trust and Savings Bank opened in July of 1911. Attorney William J. McAleer was president and H. M. Johnson was secretary.

These six institutions sufficed for the fast-growing town until the year 1920.

The history of Hammond's school system has been the primary object of a special booklet issued this year by the Hammond Board of Education and this publication feels that its history has been more than amply covered therein and recommends it as a supplementary adjunct to this presentation. Anne Hopman has ably edited this work.

Certain things should be pointed out, however. Hammond at one time was the headquarters for all the North Township area and bussing was necessary for the Whiting and East Chicago pupils. For a while some even came from across the state line, especially Burnham and West Hammond, paying tuition; this later was thrust upon them after the new Central High School was put into operation on the site of the present Calumet National Bank. This was actually the second school on this land. The first one was cut in half and moved across the Erie tracks on Fayette Street when the Central school was started.

W. H. Hershman succeeded Mr. Belman in 1901, and in turn was succeeded by W. H. Hill. By 1915 Mr. C. M. McDaniel, then superintendent, foresaw that the Central school for the high school pupils was inadequate and began pressing for a building which was shortly to become the new Hammond High School, to be erected at an estimated cost of \$300,000.

Salaries were a real problem in 1904, Mr. Hill received \$1,000 per year and by pressing hard got it up to \$1,440 by 1907. The highest paid teacher received \$70 per month, the well known and beloved Annie Bassett. Ida B. Griffin only was able to get \$15 per month -- she was a 1902 graduate of Central High. She married a fast rising attorney, L. L. Bomberger, who got himself elected to the school board and then the salaries went up. Married women were not allowed to teach, however.

Americans are belongers and organizers, almost by nature, it would seem. Some of the early organizations still in existence and their founding dates are: Odd Fellows, 1883; Knights of Pythias, 1889; Elks Club, 1899; Loyal Order of Moose, 1898; Knights of Columbus, 1903; Fraternal Order of Eagles, 1905.

Due to the diversity of language in early Hammond, some associations formed as English, German or Polish speaking people. The Saengerbund Singing group has been a strong company even to this day since its inception in 1889.

While it cannot be properly called a club, the Hammond Country Club was formed in 1912 and bought 80 acres of land in West Hammond, bounded by Detroit, Golf Street, Carroll Street and Wentworth Avenue. It became extremely popular, had a large clubhouse that still is used by the American Legion and was sold for a real estate development in 1927 and a new club established in the southeastern part of our town now know as the Woodmar Country Club. The first organization only had nine holes, plus a somewhat awkward layout and thus its membership transferred to the new site of 18 holes. It was also extremely valuable residential land in the Calumet City site. The first officers were Frank Deming, president, George Hannauer, vice president, L. L. Bomberger, secretary and Harry M. Johnson, treasurer. The present head of the Woodmar Country Club is John Watson and its membership stands at 490.

Some Americans are born reformers and Hammond's most famous one was Virginia Brooks Washburn. West Hammond had a population of 750 voters plus fifty-five saloons and all varieties of vice in proportion. Her suspicions aroused because of an excessive assessment on a vacant lot owned by her, the beauteous Miss Brooks left the stage career she was following and moved into that town. Since the majority of the inhabitants were Polish,

she first proceeded to learn that language.

When she conquered the language difficulty she called a voters' mass-meeting and lashed into a proposal that the town be changed into a city, thus enabling those in control to increase the special assessments under the new charter. She discovered in the southern half of the town that only 25 homes were mortgage-free due to graft and overtaxation.

She won the electorate with impassioned oratory and continued the fight in three subsequent attempts to nullify her victory. Only men were allowed to vote but the women were heavily behind her. She read the list of property owners of some of the dives at a somewhat startled meeting of the Hammond Women's Club, started a weekly newspaper to expose shoddy contractors and organized a vigilance committee. She posted signs on every dive in town:

WARNING TO DIVES! THIRTY DAYS TO VACATE.
Virginia Brooks

The courts and administration would not cooperate but the publicity and citizens behind her enabled a reform ticket to win with ease. She had saved the Poles of the town nearly \$21,000 on their overcharges of taxes, ousted the worst offender on the school board and got herself elected as president here.

She then turned her eye in Hammond's direction and established the Hammond Settlement House, becoming its first president. She raised the financial support, hired Miss Alice Thayer as a social worker and a matron to take charge of the day nursery, not only teaching mothers how to care for their children but also affording relief to those forced to work. This was originally in downtown Hammond near the state line but later was moved to East Hammond and located on Conkey Street. It is now known as Brooks House, and is in its own building. The Rev. Arthur Tuggle is the president.

Recently retired Captain Gordon Whitney of the Hammond Fire Department has been the historian for this division of the civil government. The early days were a confusion of political boondoggling, downright ineptness on account of a lack of training of men and emotional outbursts due to criticism. In fact, Hammond's Fire Department was actually dormant for over a year, due, no doubt, Whitney drily suggests, to the fact that the only thing they were saving were the vacant lots during the course of fires.

Four fire chiefs were used up before formal organization was realized during the early years of Mayor

Fred Mott's administration. One had been Marcus Towle's brother, another an early alderman and a third the head of the water department and the fourth just a well liked citizen.

Mayor Mott appointed A. N. Champaign as chief, paying him \$75 per month. His assistant received \$65 and the remaining five men \$60 each. He was succeeded by Nicholas Haan and the great test came when the destructive packinghouse fire came on October 23, 1901. Even the Calumet River itself was afire from burning animal fats and precluded the use of water from the river.

Mayor Becker in 1904 appointed Peter Dilschneider as chief and he quickly noted that two new stations were needed to supplement the one at Hohman and Truman, an adjunct to the city hall. It was here that the "fire watch" was erected, the tower perched high above the city hall wherein the firemen took turns looking for fires.

The new stations gave the city protection on both north and south sides, eliminating the long runs on mediocre streets that winded the horses.

The men stayed in the fire barns for seven days and were allowed off on the eighth day. They were allowed time off for lunch and supper if living nearby. Otherwise their wife or children would bring the meal to them. Living as close as they did to the horses, the firemen became quite attached to them, even to the extent of protecting them when they should have retired. The chiefs obligingly looked the other way.

When the alarm bell rang, the horses would trot out to their positions. Their harness was always suspended from the ceiling and a tug on a rope dropped them onto their backs. A quick turn underneath and they were on their way. A boy who had seen a smoking boiler rushing to a fire in the early days always resolved to become a fireman. All male adults regretted that they hadn't.

Gradually new equipment and additional stations were added, and in 1916 the White Motor Company delivered a shiny new fire engine to No. 1 station. That same year brought a dramatic change in the men's hours. They now spent three days at the station and then had one day off. By 1921 all the horses were gone.

The world was changing now. C. P. Rodgers made a flight from New York to Los Angeles in the "Vin-Fiz" airplane. He made a forced landing in the vicinity of 169th and Columbia Avenue in the dark, was towed to north Hammond and then refused permission to use a meadow for the take-off. Undaunted, he was towed to Lansing and made it to Chicago. Hundreds of Hammondites thus saw

their first airplane. Only a few years later they would become a common sight. Rodgers was backed by Vin-Fiz, a carbonated grape drink of the era.

In 1910 Joseph E. Meyer started his mail-order Indiana Botanic Gardens out of one room. It is now one of the foremost makers of botanic drugs and an international authority on botanicals with a priceless library of books on botany. Mr. Meyer and his sons and daughter have all woven their lives into the city during the intervening years, both in banking and other mercantile establishments. The firm is known world-wide. 350,000 orders per year keep 50 employees busy continuously. It is said that they have had over 1,000,000 customers in their modest herbal plant on the banks of the Little Calumet River in South Hammond. Some of their products are grown there.

The prior year Messrs. Kaufman and Wolf of the downtown Lion Store had signed a lease with the owner, Jacob Rimbach, to occupy the balance of the block between Sibley and Rimbach Avenues. It was pronounced "the finest emporium in Northern Indiana". The firm was going to install its own electric lighting system and install a dynamo for that purpose. Several old wooden buildings were wrecked as this improvement was made but it was only a precursor of yet better things to come on this very site just 18 years later.

William McKinley, Theodore Roosevelt, William H. Taft and Woodrow Wilson were the presidents of the era, with Mr. Wilson to have a carryover to the next span of Hammond's time.

These were the halcyon days in Hammond, when all was at peace, and growth and opportunity were at hand constantly. In a sense this can be said to have been true all over the United States, especially from 1910 to 1915. But the world was growing smaller due to improved transportation and communications. Ominous signs were appearing in Europe after 1913 but Hammondites did not realize they would soon be swept into a maelstrom of explosive war and that things were never to be the same again.

BOY SCOUTS IN HAMMOND

ART RITNEY

THE BOYS

TOMMY L. WALSH

EARL ADAMS

SCOUT MASTER
LEWIS GOLDEN

DAVE NELSON

LEO. RITNEY

HAROLD WARD

HEN. WARD

HAROLD WARD

PETE MALVE

EMMET TUCK

FIRST BOY SCOUT TROOP IN LAKE CO. INDIANA
ORGANIZED IN FIRST BAPTIST CHURCH, HAMMOND, 1910.

LEO. RITNEY

ERMIT REED

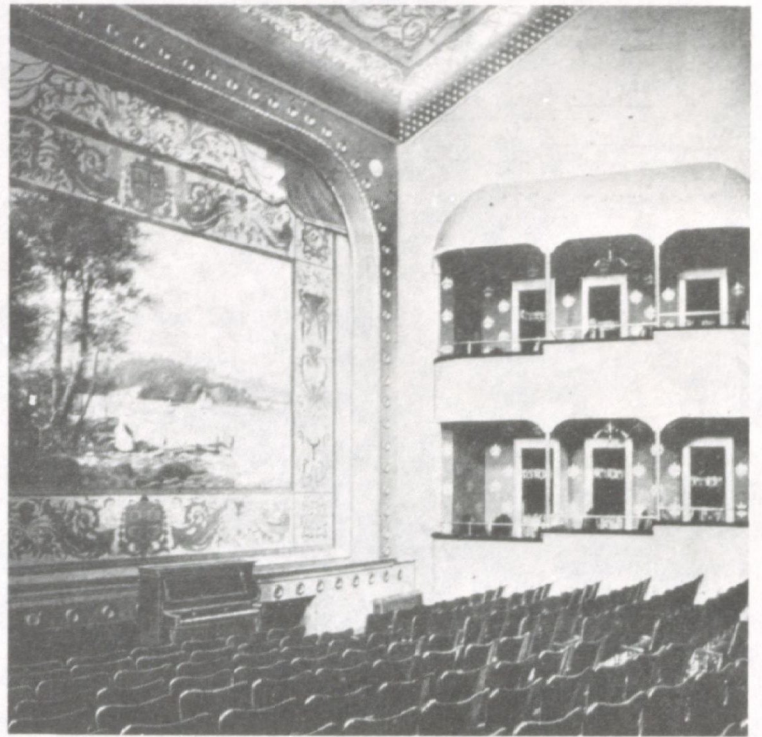
PARKS AND RECREATION



Central Park



Harrison Park



Towle Opera House



Hammond Public Library

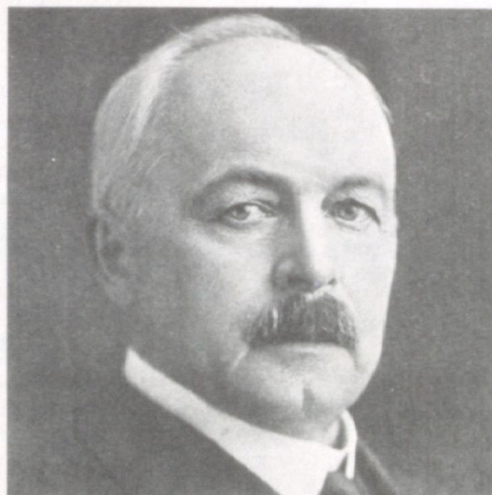
PROMINENT CITIZENS OF EARLY HAMMOND



Hammond Mayors: Lawrence Becker, 1904-11; A. E. Knott, 1902-04; Fred Mott, 1894-98; Patrick Reilly, 1898-1902; Thomas Hammond, 1888-93; M. M. Towle 1884-88.



Hon. William H. Gostlin



Congressman Edgar Crumpacker



Attorney Peter Crumpacker



William J. Winery



George H. Hammond

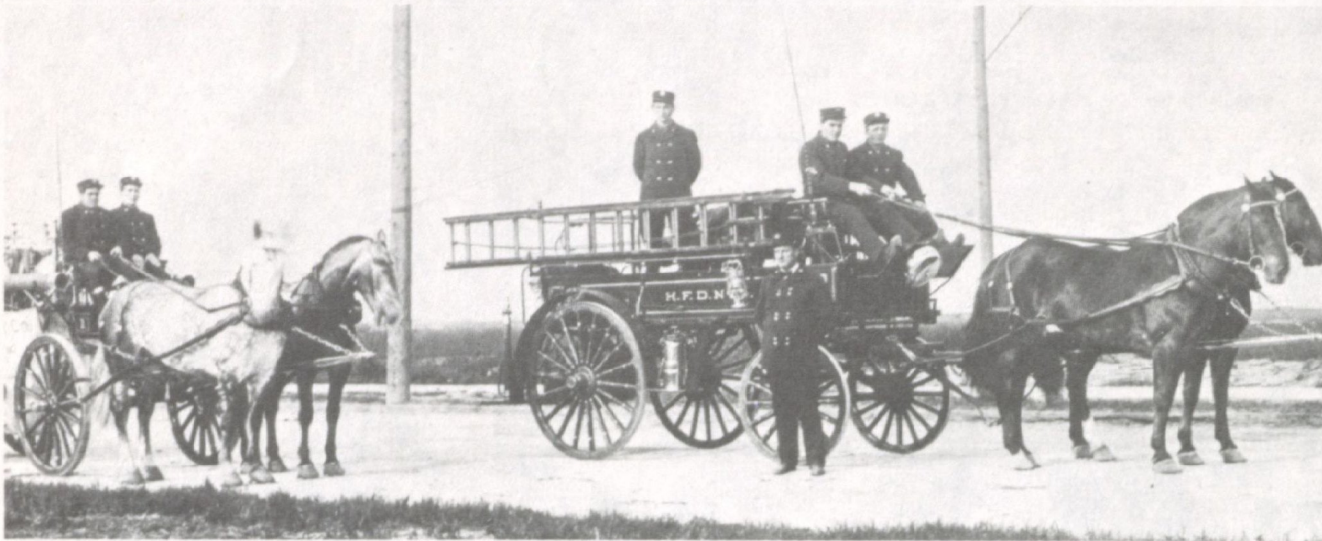


C. B. Tinkham

FIRST POLICE AND FIRE DEPARTMENTS



Hammond Police Dept., 1886
 Jake Hartman; Allison Walter
 Standing L - R: John Einsele, Pete Rohermun, Matt Nichols



Firefighters, Early 1900's



Hammond Fire Dept.
 Chief Peter Dilschneider (fourth)

TOIL AND TURMOIL: 1917 - 1922

Superintendent McDaniels realized his dream of a new high school when Hammond High was finished in February of 1916. The proper name was Hammond Industrial High School but the shorter name has always been used. The contractor was John H. McClay, also a builder of the famous boardwalk in Atlantic City. The parents from Hessville, Gibson and Robertsdale promptly asked for the school board to pay tuition for their children to attend Whiting High School, it being easier to reach. This was granted at \$50 per pupil.

At this point it is difficult to understand the tensions of 1916. Neutrals until 1917, it should be recalled that Hammond had a large German population that sympathized with their efforts. Germany had inept public relations generally and gradually this grew upon Americans, fed with subtle propaganda as they were, until the Germans came to be regarded as modern day Huns under a new Attila, this time contemptuously dubbed "The Kaiser".

The events that occurred in these years were not without humor in Hammond. During the July 4th picnic at Harrison Park in 1915, 25 horses broke out of the yards in West Hammond and came charging through town with the apparent hope of breaking up the festivities. This was solemnly blamed on the Germans. An unknown airplane flew over the city. The Germans. There was a smallpox scare and in spite of Dr. Weis' plea that only vaccination for everyone would keep it under control, again the Germans were blamed. The school board was pressured into ceasing the teaching of German, not resuming until 1921.

Edwin Fitzgerald, the "millionaire" newsboy, together with his assistant, "Hymie" Weiss, siezed upon this as an economic opportunity. Hymie had stentorian tones that could be heard a mile away with ease and on dull days he was wont to stroll through quiet neighborhoods roaring unintelligibly of catastrophies that puzzled citizens would later be unable to find in the papers he sold and from which area he had removed himself with astonishing speed.

The duo selected certain trains headed for Chicago they knew would be crowded and jumped on with 100 papers each. They would then start to cry, "The Germans are coming! The Germans are coming! Read all about it!"

As they passed quickly through the passenger cars sleepy or tired passengers would literally beg for a copy, sometimes thrusting far too much money upon them and then refusing the change as they frantically began to thumb the paper.

Ed and Hymie knew that the trains they used would slow down at the interchange at the edge of town and they then jumped off, leaving outraged consumers behind. The chief of police, Peter Austgen, in response to complaints from citizenry of Germanic origin, not too unsympathetically shortly put an end to their rather unique display of private enterprise.

When war was declared upon Germany on April 6, 1917, it may have come as a surprise to some but the average citizen knew that it was inevitable, in spite of his personal feelings.

In Hammond this translated itself with astonishing rapidity into a unity of purpose perhaps never seen in its history. This purpose was to make the world safe for democracy. The unity came through the tremendous organization that was set up, involving literally the whole city.

Parades were the order of the day and in just four days a huge parade was organized. Major Smalley led the 18,000 marchers, which wound up with a mass throng of 25,000 listening patiently to addresses by four local pastors, Thomas Bassett, Floyd Adams, C. J. Sharp and John C. Parrett. Major Smalley, Jesse Wilson, Judge Virgil Reiter, D. J. Moran, Frank Gavit and the fire-eating orator, attorney David Boone, also spoke.

There were flag-raising, started by President F. G. Taylor of the Chain Company. The Standard Steel Car Company hoisted a flag 12 by 24 feet to the top of a 125 foot pole, their ceremonies attended by the presence of 20 different nationalities, all employees of the firm.

Eighteen students from Hammond High School enlisted, almost the entire graduating class. Assembled in front of the school, Superintendent McDaniel and Principal McElroy made addresses. A. Murray Turner made a simple but eloquent address to them and then 700 students escorted them to the railroad station to embark for points unknown. They were but the first of 3,782 men and women to leave Hammond for service at various points.

Twenty-eight of them would never return and 101 were wounded. Mrs. R. B. Powley headed a group of women under the Soldiers' and Sailors' Aid Association who constructed a 21 x 27 foot flag with 3,782 stars on it. This labor of love took the time of 160 women over a period of several months. Sergeant W. S. Welch was the recruiting officer in Hammond, one extraordinary day being the seventy-five enlistments just prior to the time war was declared.

The need for a meeting place for such patriotic organizations was early evident and Peter W. Meyn and A. Murray Turner evolved the idea of Liberty Hall, aided by Dr. H. E. Sharrer. It was felt that it should be possible to complete this building in one day.

The site selected was in the heart of downtown Hammond, right on the southeast corner of Hohman and Fayette Streets, the location of the present Calumet National Bank Building. The Central School was set back far enough to afford the space. Thomas Harle of the Trade Unionists and Craftsmen guaranteed the labor. Lumber and building materials were offered at cost by the dealers. The Northern Indiana Gas and Electric Company furnished the utilities and the manager of the telephone company, Oscar Krimbill, personally furnished the telephone service, the law precluding free service. Preliminary site location was done at once, R. H. McHie and P. A. Parry of the Lake County Times cutting the first tree. The building had a frontage of 106 feet on Hohman and a depth of 70 feet on Fayette.

At 7 a.m. on April 7, 1918 six shots were fired from a gun and over three hundred union workers and their helpers eagerly moved to bring the plan to fruition.

In 15 minutes the frame was up and by 9 a.m. the floor was laid. At 12 noon the sides and roof were almost finished. The two directors of construction were contractors John McClay and J. Wesley Reed. Mr. J. E. Fitzgerald furnished the lunches and afterward some women joined the crews. There appears to have been no lack of sidewalk superintendents, thousands standing by and watching with awe. One craft swiftly followed the other - from carpenters down to cement finishers at the end. Harry Margenau of the Betz Company made dictaphone records of the noises; newspaper and magazine writers with photographers and the newly created moving

picture industry were also represented. The local Federation of Musicians supplied music at intervals.

That evening the building was finished and complete with benches, telephones, lighting fixtures and other necessities. Eighty thousand square feet of lumber were used in the structure, which was completed in 8 hours and 23 minutes. Tacoma, Washington tried to duplicate the feat and it took them over 12 hours, attesting to the careful planning that had gone into it. It had a capacity of 3,200 people, a stage, five offices and a floor space area of 10,920 square feet.

The Hall received heavy use during the remainder of the war period, which lasted until November 11th of 1918. Many prominent speakers were here during that era: Billy Sunday, Clarence Darrow and even his soon-to-be opponent, William J. Bryan, who had been Secretary of State under President Wilson but resigned in protest against the drift into war.

In 1917 the Beatty Machine and Manufacturing Company came into existence on 150th Street and has since supplied metalworking machinery for structural steel fabricators and freight car manufacturers over the U.S. and even to a variety of foreign countries, including diverse places such as Canada, Italy, South America and India. They supplied many of the machines necessary in shipyards and allied war industries during both WW I and WW II. Their priorities were in the high brackets during the latter war because of the essential needs in the shipbuilding industry.

The Beatty family itself merged heavily into the life of Hammond. L. C. Beatty was a recent president of the Chamber of Commerce and has now been succeeded as the firm's head by his son, William C. Beatty of the 3rd generation. They employ 900 individuals.

On June 22, 1918, nationwide attention was drawn to Hammond when the Hagenbeck-Wallace Circus train was struck from the rear by an empty troop train that was following on the Michigan Central tracks at the far eastern edge of Hammond. Eighty-six performers and assistants were killed and many others injured. The injured were brought to St. Margaret Hospital as well as to the other local area institutions and the generous people of Hammond opened up to receive the shattered

remnants of the circus personnel. The expected parade on that Saturday morning never was held. The local chapter of the American Red Cross had been formed in 1916 and they were called to aid in many different ways, especially in disasters such as this.

In 1918 Dan Brown, a local businessman, was selected as the new Mayor of Hammond and served until 1925.

Historian for the Hammond Boy Scouts, John F. Wilhelm, reveals that the Rev. Floyd H. Adams, pastor of the First Baptist Church, organized Troop #1 in the fall of 1911, reflected in his annual report to the congregation - "we have a flourishing boy scout society recently organized", listing the following names as members: Levi Golden, Scoutmaster, Ted Adams, Tom McIllwain, Earl Adams, George Rathburn, Dave Nelson, Emmet Tuck, Harold Ward, Harold Hammond, Irving Hill, Kenneth Warner, Art Putney, George Potts, Ermil Reed and Peter Kaluf. Mr. Kaluf, Mr. Adams and Mr. Tuck are the surviving members of this group, only Mr. Kaluf yet residing in Hammond.

Lawrence Harris was the first fulltime executive for Hammond, although the Council was not chartered until 1917. Mr. Harris served from 1915 to 1917 and was succeeded by Kenneth Davey in 1918. In 1920 Mr. Irvin K. Scott became his successor and hundreds of former boys fondly recall him as epitomizing the Boy Scouts in the highest degree whenever the movement comes to the fore. He resigned in 1936, and was followed by Raymond J. Donovan, who served until 1959. Succeeding executives were S. D. Warner, Clyde Clark, Lane Baker and the incumbent, William C. Reilly.

The first Scout Commissioner was Dr. R. O. Ostrowski. Some of the prominent citizens supporting the movement were LeGrand T. Meyers, A. M. Turner, George Hannauer, L. L. Bomberger, Jesse Wilson, Harry Folk and Frank S. Betz.

Special mention must be given to Mr. Betz. Since camping was at the heart of the program from the beginning, when the boys used the Chicago Camp near Whitehall, Michigan, and then later transferred to Cedar Lake briefly in 1915, there was a dire need for a good site. In 1918 Camp Wan-A-Gan-Sic was organized on Lake Eliza near Valparaiso. Mr. Betz, however, selected an 80 acre

tract of land near Berrien Springs, Michigan, located on the St. Joseph River but better known as Lake Chapin because of the dam nearby. The early camp had only tents but the scouts now had wooden cabins, a special cottage for the staff and a cottage for the executive. A huge dining hall served as the recreation and general meeting place.

The Woodsman Movement was organized in 1919 to interest the older scouts. Early members of this group were Henry Kuehl, Kenneth Stout, Robert Wilhelm, Herbert Hutchins, Roswald Osborn, G. L. Smith and Russell VanGilder.

In June of 1920 Mrs. Wicker donated a 40 acre tract at the junction of the Little Calumet River and Hart's Ditch. It was used mainly for local overnight hikes and weekend gatherings. Seventeen troops had been organized by this date. The first Eagle Scouts were Fred Kolb, James H. Halsey, Richard Parker, Leland LeBell and Dale Gordon.

Through a series of mergers with other local units, the Calumet Council of Boy Scouts now extends through 71 communities in Northeastern Illinois and Northwestern Indiana. It is run by a 76-member Executive Board and 16 professional members to run the program for over 20,000 boys. The headquarters are located in Munster. Not to be forgotten are the 5,000 volunteers, the backbone of Scouting from the beginning. At one time there was a strong group of Seascouts in Hammond, conceived and organized by Leslie A. "Skip" DeCamp. Original members were Albert Crews, Clinton Ellison, Wayne Fites, LeGrand Gehrke, Wendel Hamacher, Joseph Lefter, Howard Noonan, Franklin Parker, Harold Oltz, James Sharp and Hobart Young. They had four ships at one time.

Former Hammond Boy Scout, James M. Turner, has been active in Scouting since 1926 and recently headed a two million dollar fund raising drive to purchase 700 acres of land at Kirkland, Illinois for a new camp. Jim is a past president of the Calumet Council. The new Camp Kishwaukee will have six major areas, a year 'round full service camp that is designed to serve 19,000 boys per year.

Juliette Low of Hammond appears to have attempted to form a Girl Scout troop some six years before Mrs. Charles R. Tweedle registered the first troop with the National Headquarters on May 19, 1918. These girls were Jessie Croak, Florence Cederholm, Florence Stevens, Ruth Smith, Dorothy Moore, Margaret McIlroy, Bessie

Bruenell and Martha Smith. The troop was called "White Rose". Sponsors were Mrs. E. A. Gossett, Optometrist, John G. Meyer and Homer J. Postlewaite, printer and also active in the Boy Scout Movement.

The troop grew quickly to the full complement of 32 and the second troop was organized by Mrs. Wilson Henkel. It was not until 1925, however, that the National Association presented the charter. Miss Elas Murray was the first full time Director.

A long-sought dream came to fruition in 1926 when W. G. Paxton of the local lumber company presented them with a check for \$10,000 to purchase a campsite. Camp Paxton was first opened in 1926 with 107 girls. In 1934 the Girl Scouts were also enabled to have a small building erected for them for nature study at Wicker Park. In 1942, in the midst of many activities associated with World War II, the organization also obtained their first headquarters at 41 Condit Street, purchased and remodeled with funds from their famous cookie drives.

Like their counterpart in the Boy Scouts, they also merged with other groups to found the Calumet Council of Indiana and Illinois, becoming effective in 1953. At that date they had 4607 girls enrolled plus 1518 adults assisting. Although Camp Paxton is still in use, two additional camps have been added to handle the increase in enrollment to 7374 girls. The current Director is Esther Kristoff.

The Hammond Woman's Club had been founded in 1896 with Mrs. Trilla Bell Young presiding but credit for the formation came from Mrs. Martha Wilson Ibach, the second president. They incorporated in 1909 with 173 members, the Articles of Association being signed by Minnie Ibach, Jennie Sawyer, Mary Knotts, Agnes Bruce, Anna G. Wilson, Mary Holm and Edith Burhans Griffin. Their object was to promote literary, scientific and the social relations interest of women in Hammond. They have a monthly format of general and six departmental meetings.

They have established an enviable record for supporting civic projects. Some of these have been the Hammond Public Library, working with Brooks House in serving nutritious lunches to school children and landscaping the Little Red Schoolhouse in 1976. During World War II they sold over \$40,000 in bonds and stamps.

According to Mrs. Marie Wilhelm, past president and still an active member, they have also made substantial donations and given volunteer hours to local hospitals, crippled and retarded children societies, Goodwill Industries, the Salvation Army and the YWCA. They are a part of the world's largest organization of women. The present meeting place is at the Masonic Temple and Mrs. George Stanchik is the current president.

One of the almost forgotten episodes of World War I was the influenza epidemic of 1918. In 10 months 500,000 people died in the U.S., killing half as many troops at home as died in battle. Hammond was not spared and it would be another generation and another war before modern miracle drugs would be discovered that could reduce the hazards of pneumonia and influenza to a fraction of their merciless power.

In 1917 the 18th Amendment to the Constitution had passed, following a wave of dry sentiment during the war. Indiana itself had gone dry the year priorly, as had 31 other states. The necessity for high food production to help the starving areas of the world had cut off the manufacture of whiskey in 1917, followed by the same cut-off of beer in May of 1919. By July 1, 1919 the sale of intoxicating liquors was prohibited as a wartime measure, followed by passage of the 18th Amendment by all the states by January 16, 1920. The enforcement portion was termed the Volstead Act. This was regarded by some as an infamous infringement upon their personal rights but by others as a proper measure to win the war and afterward to ensure a better economic background for the majority of the people. Later it became a moral issue primarily and of great embarrassment to politicians over its enforcement, particularly the lack of same. By 1932 it was abolished.

The end of the war came on November 11, 1918 after 19 months of participation. In Hammond it was celebrated in a quiet manner as compared to the neighboring city of Chicago, where one million people poured into the Loop in a never-to-be-forgotten crushing mass of deliriously happy citizens. November 11th is still celebrated as Armistice Day by many in our country.

Then the soldier boys started to come back and quietly assimilate themselves into American life as they have always done after a war, to consume Mom's home cooking once again and resume where they had left off almost two years before.

The big issue before the state legislature was: shall we allow the schools to teach German once again? Hammond was occupied for a while with more mundane matters. A Hammond councilman was engaged in a bitter fight against drinking fountains for human beings. "A needless waste," he growled. Shortly thereafter he saw a woman pick up a dog at the horse trough in front of Central Park, give him a drink and then take one for herself. The next day he petitioned for a drinking fountain for humans.

The year 1919 was known as "the year of the strikes". As war always brings on a degree of inflation, so had World War I. Unions were growing stronger and the old 12 hour working day was fast approaching an end, especially in the steel industry. Coupled with it all was a tendency for radicals to attach themselves to a popular cause of the moment, and unfortunately the Russian Revolution had left unhappy memories amongst Americans, in general a conservative lot. In the advances that have been made economically and socially since that year they would gain little attention nowadays but they were contemptuously termed "Bolsheviks" by a generally unsympathetic press at that date. A Russian anarchist could ultimately be seen lurking behind every hedge and in Hammond the situation grew tense during the early months of the year 1919. A movement to unionize the Standard Steel Car Company, Hammond's largest employer, was met with firm resistance on the part of management. The steel mills of Gary saw martial law established by the state militia.

The most serious event occurred in Hammond, however. On September 9, 1919 a group of strikers started a march at Calumet Avenue and marched east on Highland Street to Columbia, where they were stopped by a combination of police and plant guards. As in the Pullman strike just 25 years previous, a shot was fired by a nervous guard and in the ensuing melee four men were killed and untold numbers wounded, the remaining group fleeing.

The strike was broken, but over the longer period the unions triumphed and by 1925 the 8 hour shift was standard procedure, the companies having then learned that more production could be exacted from a man on shorter hours than on the tedious longer ones. Also, in a town of smaller size, labor and management were closer than in today's impersonal and scattered living. Their children attended the same schools, they worshipped in the same churches and shopped in the same stores. The

census report for the population of Hammond in 1920 was 36,004, an increase of 15,079 over the 1910 census, a 72% increase.

Hammond's largest hotel was erected in 1918 to accomodate the officials and workers of the U.S. Ordnance Department who were at the Standard Steel Car Company and engaged in creating materials for the Armed Forces. Facing Maywood Park, it became the social center for a great many of the clubs and private gatherings because of the fine dining room and other quarters. It was run by W. D. Webb, the same individual who was selected to approve the location for the Standard 10 years previously, coming from Pittsburgh and remaining for many years as a developer in Hammond. It is now occupied by the St. Ann Home for the retired.

Peter Fox must have a word of special tribute here. He was Hammond's first landscape artist, appointed by Mayor Becker as our first park superintendent. He worked tirelessly at making Harrison Park one of the showplaces of the nation during his regime. One of the outstanding points of the park were the beautiful swans that he introduced into the park and where they remained so many years. He had come to Hammond on Christmas Day, 1881 and was active for over 50 years after that date.

All was not grim in 1919. The Masonic Temple closed a deal to add 200 feet to their frontage on Rimbach Avenue and to commence work on a new structure to have an auditorium capable of seating 2,300, the largest capacity of any in northwestern Indiana. The actual building came into existence during 1921 and 1922. The auditorium has served as a theatre, basketball court, miniature golf course, concert hall and the famous Shrine Circus was held there for many years. The entire building is three stories in height and has two cornerstones laid only a few days apart. It is still in heavy use in Hammond for various activities. One of the more famous individuals to speak here was Will Rogers in the mid-twenties. Dr. H. E. Sharrer, W. F. Howat and Carl E. Bauer were on the original committee that started with the purchase of the lot. It is estimated that its replacement value at present would be well over three million dollars.

The merger of Hessville into Hammond was accomplished during these years and Fred Dedelow was

elected as the first councilman from Hessville, the new 13th Ward. He continued so for 13 years, even serving on the School Board during the last 17 months of his final term. Hammond Technical High School started into existence in the old Central School building during the year 1919 also.

The water system was now proving inadequate and a survey was made during this era pointing out the deficiencies, due to cost \$202,400. One was the urging to install meters. While Robertsdale had extremely good pressure, the downtown area was weak and the far south side, 20 to 25 feet higher than the level of Lake Michigan, had only one-third the force. The 89 miles of distribution lines also supplied West Hammond across the state line at that time. The quality of the water was poor also, due to the raw sewage introduced into the lake by a 36-inch sewer too close to the intake some 2,000 feet out into the lake. This was shortly to be overcome by the infusion of chlorine, a long to be remembered taste in Hammond water until almost 1935, when the sewage system was changed to a treated one. Many Hammond people took trips to the deep well for potable water located at 169th and Hohman Avenue or even to the one in the forest preserve area in Calumet City. Both of these were privately owned.

In 1920 the Rotary Club was first established in Hammond, followed by the Kiwanis in 1921 and thereafter by several others in the following years. To these are now to be added the four Lions Clubs - Central, Evening, Hessville and Woodmar, the Optimist Club, Exchange Club and the Jaycees. Besides the original Hammond Kiwanis Club, another group has been established as the Woodmar Kiwanis. These business and professional men fill a gap for social service in many ways and their influence permeates our life in Hammond daily. Most of them meet weekly.

The Hammond Board of Realtors was founded in 1921 with Roscoe E. Woods as the first president, the culmination of many years of meetings informally. The real estate profession has led the way in the development of Hammond and when the smaller towns to the south began to grow the name was changed to the Calumet Board of Realtors in 1959. Although the membership sagged during the depression, it has gradually grown until now this Board is amongst the first five in the state in size. A Multiple Listing Service was added

in 1949. Two members have been president of the Indiana Association of Realtors -- Roscoe Hemstock and Luther Bloomberg. Mr. Bloomberg, Vernon Lee and Warren A. Reeder, Jr. have also been designated as "State Realtor of the Year in Indiana" in 1969, 1974 and 1961 respectively. Mr. Lee currently serves as State Treasurer of the Realtors. It is interesting to note that three mayors of Hammond in a row were former Realtors -- Frank Martin (1935-42), G. Bertram Smith (1942-48) and Vernon C. Anderson (1948-56). The first two were Democrats and the latter a Republican. Ruth Smith serves as the Executive Secretary of the organization. Arthur Kaye is currently president while James Price is a candidate for "Realtor of the Year".

The years 1921 and 1922 were not good years economically for the nation as a whole and Hammond was likewise slow in recovering from the adjustments of the war economy. But large things were shortly to break on a sharp upward swing.

A TIME TO BUILD UP: 1923 - 1930

The United States as a whole launched into an era of unprecedented prosperity in 1923. Calvin "Silent Cal" Coolidge became president that year, succeeding the controversial Warren G. Harding who died suddenly while in office. The boom appeared in Hammond in the form of building, just as it did in thousands of other communities. It was accompanied by an 80% upswing in population during the 1920 to 1930 period.

The Hammond Chamber of Commerce now began to play a dominant role in the life of the city, uniting all segments of the population, publishing its own magazine, "Pep-in Calumet", holding weekly luncheon meetings on Thursdays at the new Masonic Temple that were attended by as high as 800 interested citizens at times and providing the leadership that was so necessary to accomplish the many-faceted programs that were developing. This was also true on a nationwide basis. The Chamber had re-organized in 1922 and hired Richard Brusck as the Executive Secretary. Mr. Brusck was tireless in his efforts to aid the startling growth that culminated in an almost doubled population. One of the top speakers at a Thursday luncheon was the Secretary of Commerce of the United States, soon to be President of our country, Herbert Hoover. His subject was "Waterways".

Early in 1923 the Chamber sponsored a contest for a new slogan for Hammond. The prizes were modest but it somehow caught the fancy of hundreds of individual entries that reached from Bangor, Maine to Los Angeles, and to intermediate cities such as Denver and Atlanta.

Unusually enough, it was won by W. H. Wilkes of St. Louis, Missouri, with the catchy phrase "THE MAP SHOWS WHY HAMMOND GROWS". Mr. Wilkes collected \$25 in gold coins for his effort. Second prize went to a Hammond housewife, Mrs. William Bachman, who submitted "HAMMOND -- NEVER IDLE". She was awarded \$10. Both slogans were heavily imbued with the truth.

To support the buildings that came into existence the municipality had to have more depth in local financing. The largest institution in Lake county was located in Hammond -- the First Trust and Savings Bank. A. M. Turner was Chairman of the Board, Peter W. Meyn was President and W. C. Belman was Cashier. Even in private life the trio were all neighbors in Glendale Park on the south end of Hammond, the former sheriff, the former superintendent of schools and the former janitor of one of the schools. This bank had been started as the 1st National Bank by Marcus Towle in 1886 and went through a series of mergers to reach its position at the time.

The other banks were the Maywood Trust & Savings in East Hammond, the Citizens National Bank (the former Citizens German National Bank never resumed its original name after the First World War), the Hammond Trust and Savings Bank, the People's Cooperative State Bank, the American Trust & Savings Bank, the Northern Trust and Savings Bank and the State Bank of Hammond. There was no branch banking and the needs of Robertsdale came from the Whiting banks. Hessville had no banks.

In addition there were ten building and loan associations. Some of these were founded on an ethnic basis, especially the Germans and the Poles. Both of these groups still had a heavy population in Hammond.

The new slogan was introduced at this time, always accompanied by an outline map of Indiana with a large star at the northwestern tip of the state. \$700,000 was spent that year on improving the waterworks at the lake front, overcoming a weak pressure problem that faced the far south side of the city. One of the leading realtors, Roscoe E. Woods, now in his 10th year of business, undertook to persuade the City to purchase Maywood Park. At its western edge stood the new high school on Calumet Avenue and at the

eastern edge of Columbia Avenue was the 200-room Lyndora Hotel. Mr. Woods had also successfully promoted the new Kenwood subdivision at the southwestern edge of Hammond, an elitist area with the name "lifted" from a similar area on the south side of Chicago. It featured some winding streets, an innovation at the time.

Mr. Woods then formed a partnership with Frank R. Martin, Woods, Martin & Company. The Supreme Court had approved the final annexation of Hessville by now and the firm started at the southwest corner of 165th Street and Calumet Avenue with a new subdivision, Madison Terrace. It was a quick success and was followed by Jackson Terrace, gradually building the area now known as South Hammond into a unified part of Hammond. The ability to join in the sewer and water system of Hammond through the annexation proved to be the key of the successful sales. They also moved back to the south end of the Kenwood Addition and added a new subdivision named South View Addition in the old Hessville territory. Others quickly followed down the west side of the city along the state line clear to the Little Calumet River. One of the interesting subdivisions in this area was that of Indi-Illi Park, modeled somewhat after Glendale Park to the north. Indi-Illi Park was promoted by Frank J. Wachewicz, a builder-realtor who created two similar subdivisions in Calumet City, Forestdale Park No. 1 and No. 2, adjacent to one another.

The Chamber of Commerce built a building on Indianapolis Boulevard, just a few hundred feet from the Illinois-Indiana state line. This was a Tourist Information Bureau, designed to guide tourists entering the Hoosier State with the best of advice in visiting the state and to make certain the name of Hammond was also promoted. The service clubs joined in this effort also. Charles DeLaney and Dr. W. D. Weis were the members representing the Hammond Chamber of Commerce and Judge Henry Cleveland served as a co-ordinator for all groups. J. Wesley Reed was the contractor. The structure was in a Spanish style and, as in the case of Liberty Hall, the materials were donated by local businessmen. Mr. J. E. Leech supplied the site free for a period of seven years.

A humorously ironic aspect of this was that in a few short years Indianapolis Boulevard had the "biggest Sunday traffic on any one street in the world." There were no alternate routes to the east as now. When repairs were necessary the traffic flow then was the nearest thing to chaos and anarchy in the history of Hammond. North Township then launched into a \$740,000 road construction program designed to alleviate the problem.

The face of the downtown began to change. St. Margaret Hospital added their south wing; other local merchants either remodeled or built new structures. David Lovgren located what must have been one of the first supermarkets in the nation next to the hospital. Russell Street had once been the southern edge of the business district but there is an old axiom that business follows the better class residential areas and it had begun creeping past that street some years priorly.

Hohman Avenue was widened to 82 feet south from Russell. State Street from Hohman west was also widened, a major project that set back all buildings on the south side. Sibley Street and Fayette were also improved. It was now evident that North Hohman Avenue was not expanding as the balance of the downtown district and no particular improvements were made north of the Grand Calumet River. Far to the south 165th Street was widened also, necessitating the transfer of bodies in Oak Hill Cemetery. It is still the only street in Hammond that runs completely through from east to west boundaries.

The Chicago utility magnate, Samuel Insull, saw the possibilities in the ever-increasing demand for electric power and the State Line Generating Plant was erected at the Indiana-Illinois border just north of the lone marker designating the 1835 survey that outlines the boundaries of the two political subdivisions. Now began the erection of the familiar high tension electric towers that cross and criss-cross the Calumet area. Hammond has never been without sufficient -- even abundant -- electrical power due to the far-seeing vision of our utility companies and their leaders, including our water supply also, furnished by the city itself. We would never have reached our present heights without these precious commodities, essential to survival. Calumet City was cut off from the further use of Hammond water after due notice in 1923.

The school system now had 8,375 pupils housed in 17 buildings. Hammond High School had 1,250 pupils, 58 teachers. Hammond Technical High School was moved from the corner of Hohman and Fayette to the southeast, and had a new site on Russell Street when renovated. Superintendent of Schools L. L. Caldwell was a fervent believer in technical education, discovering the need in the Calumet region for trained individuals to run the ever-increasing intricate and technical machinery that was being installed in our plants. Hammond Tech had 512 pupils in 1923. An interesting experiment in the 'twenties was the dropping of the eighth grade in Hammond. It was resumed in the 'thirties.

Hammond's 1920 census revealed 4,020 homes owned by their residents, 3,963 rented. In 1923, 1,184 building permits

were issued, a record high. Mail receipts were also at a high of \$261,500.

Not every venture was successful. The Jones and Laughlin Steel Company announced the purchase of a huge tract of land on the north side, east of Calumet Avenue. This flared into a local real estate boom but the firm, although establishing a bar mill at 141st and State Line Avenue of considerable proportions, has never made use of the land. Calumet Avenue itself, although eight miles long through Hammond, and without a bend, has always been a secondary business street but a substantial one. There were also efforts to promote the widening of the Grand Calumet River in the hopes that it could share in the Calumet Harbor project but the latter was yet far in the future.

Turner Field was opened on May 26, 1923 with a double-header baseball game. It was the center for all sports activities of a professional nature for many years because of the covered stadium. Many famous athletes appeared on the field, including the famous Indian athlete, James Thorpe. Mr. Thorpe was then over 40 years of age and played and punted the football in his bare feet, although but a shadow of what he had been when termed "the world's greatest athlete" in the Olympics of 1912.

Our industrial payroll was \$13 million in 1923. The Chamber was pushing three projects: track elevation, city planning and a Community Chest. Only the latter two came to fruition. The new Camel plant was opened with 500 men on the payroll. This later came to be known as Youngstown Steel Door Company, a supplier for railroad builders. It was closed in 1976 and promptly purchased by the LaSalle Steel Company due to its proximity to that plant on 150th Street.

Roscoe Woods introduced the new subdivision of Woodmar in 1923 also. He and Mr. Martin had now dissolved partnership but the name "Woodmar" came from contracted portions of both their names. It was a model of city planning. All the improvements were installed when opened but this proved an unfortunate move, since they were not paid when the Depression set in due to the lack of sales. It was not until after World War II and a building boom of another era that the subdivision finally came to a full development. Mr. Woods, incidentally, literally died in its defense, fighting one of the multitudinous court cases arising from the unpaid special assessments and dying on the witness stand. Hammond owes much to this pioneer of city planning in this subdivision alone. He had spent several years in assembling the almost 1,000 acres of land necessary to plot

the subdivision. 110 acres of the land were sold to the Woodmar Country Club, which in turn sold its old Hammond Country Club course in Calumet City to other real estate interests.

Woodmar was also aided in 1923, as was southeast Hammond in general, when the large bridge over the Indiana Harbor Belt and Michigan Central Railroad tracks was finished. Known as the "9-Span Bridge" or "The largest bridge over dry land in the world" (at that time), it carried traffic on Indianapolis Boulevard without an interruption both north and south.

The Chamber held a huge "Hammond Exposition of Business" in Harrison Park late in the year. It was a huge success up to the last day, when a large rainfall washed it out. Oddly enough, some thoughtful committee member had purchased rain insurance and the \$2,500 policy represented the only profit made from it. It would have been more had the weather on the final Saturday allowed it to open. Mr. H. D. Sharrer headed the Exposition Committee.

Nearing the end of construction in 1923 were Hammond's two skyscrapers: the 1st Trust & Savings Bank Building spearheaded by Peter W. Meyn and located at Fayette and Hohman Avenue on the old Central School site and the Lloyd Building located just one block to the south on Russell and Hohman Avenue. The latter was erected by Dr. A. W. Lloyd, local ophthalmologist. Not since 1906, when the Hammond Building was erected by Sidmon McHie, on the opposite corner from the 1st Trust building, had Hammond seen such high construction. These structures are now known (respectively) as the Calumet National Bank Building and the Yale Building, both having passed into different ownership. The First Trust Bank building site was purchased from the School Board for \$107,000 -- \$1,500 per front foot.

In 1924 President William Hastings of the Hammond Real Estate Board brought the Indiana Real Estate Association to Hammond for its only convention ever held here. While the ladies played Mah Jong, bridge and 500, the assembled realtors met in seminars for the trading of trade secrets, inspiration and socializing. The latter culminated with a tour of the Gary steel mills and this was followed by a banquet aboard a lake steamer tour for several hours, the weather being gracious enough to permit it.

The Lake County Medical Society under Dr. T. W. Oberlin of Hammond that self-same year issued a demand "Let's Clean Up The Lake!", however, being obviously disturbed by raw

sewage still pouring into it in spite of Hammond's new sewage station that was completed by 1924.

Hammond now had five first-class hotels and began to attract other conventions also. These buildings were the new Indiana Hotel, 108 rooms, the Lyndora with 200 rooms, the Hammond, Lincoln and the Mee. Rates were from \$2 to \$4 per night.

Mr. Charles Scott, local contractor opened for display his new "Electric Home" on Lyon Street facing Maywood Park, displaying a dazzling number of appliances and electrical outlets that appear to be commonplace now. The residence had a value of \$15,000, too high for an average buyer at that time, however.

Radio station WWAE, later WJOB, opened in 1924. They were then located in studios above the Millikan Building on State Street in downtown Hammond until the early 1950's, when they moved to their own quarters at 165th and Indianapolis Boulevard. Hammond has not had a TV station due to the overshadowing of the city by the city of Chicago in the field.

1925 saw building accelerating at a dizzying pace. Besides the newly completed \$1,000,000 First Trust and Savings Bank building and the \$500,000 Lloyd Building, the following were either underway or completed that same year:

Odd Fellows Building, State Street, opposite Minas
Department Store
Northern Indiana Public Service Company, Hohman Avenue
H. J. Postlewaite Printing Company, Russell at State
Line Avenue
Bohling Auto Sales, Douglas and Hohman
Smith & Sankey Paint Store, Hohman near Clinton
Douglas Building, Hohman and Douglas
Hammond Modern Bakery, State Street near State Line
Rimco Building, Sibley Street, west of the modern
Goldblatt Store
Woods Realty Company, Fayette, east of Hohman. The
Chamber of Commerce moved into the second floor of
this structure. A 40 x 74 foot hall in addition to
three offices now furnished sufficient space for the
Thursday luncheons.
Hirsch Building, another skyscraper (of lesser degree)
just south of the Courthouse on Hohman.
Hoosier Apartments, erected by Jake Toren on Plummer
at Sohl Street
A 99 year land lease was signed on the Lion Store at
\$2,000 per front foot.

Lena Gossett of the Hammond Woman's Club wrote a poem entitled "You Can Not Leave Us Out" and in October of that year the Indiana State Federation of Woman's Clubs held their convention here, a huge success in attendance and program.

A Civic Music Association was started and shortly had 535 members, bringing into the city those of rare musical talents as well as the Chicago Little Symphony.

In March of 1925 David Posner, Harold Throop and Samuel A. Schlesinger announced the new State Theater opening. Seating 3,165 persons, it was erected at a cost of \$1,650,000. The great contralto, Madam Schumann Heink of Czechoslovakia, appeared the first week. The film shown was Buster Keaton in his great classic, "The General". Besides the huge auditorium it had 5 stores at ground level and a ballroom that was leased to Andrew Karzas of Trianon-Aragon fame in Chicago. Balaban and Katz leased the theater itself. This structure started a boom down East State Street, located as it was near Sohl Avenue on the site of the present Main Public Library. The dream of many individuals crumbled to dust when the main structure was completely dynamited in the fall of 1927, leaving only the stores at ground level and portions of the second floor ballroom, which was later turned into a roller skating rink. It continued this way until 1965, when the library trustees purchased the site, being forced to move from the old Carnegie Building in Central Park due to the Turner Park Urban Renewal Project.

As noted before, with prosperity came culture. The Temple Beth-El acquired an old residence on Hohman Avenue opposite Harrison Park. In addition to holding services there they also held forums for a number of years, featuring such national figures as Clarence Darrow, Sherwood Anderson, Charles A. Beard, Homer St. Gauden, Will Durant, Norman Thomas and John H. Holmes. They even featured our Superintendent of Schools, L. L. Caldwell, noted for his outstanding contributions in his profession and dedication to education.

The real estate firm of Gostlin, Meyn and Weiss began to promote Hessville proper but their subdivision ran into the same problems as Mr. Woods' Woodmar -- it was ahead of its time by a quarter of a century. They also experienced the same problem when their Hollywood Addition to Munster just south of the Little Calumet River off Hohman Avenue was opened. A new bridge had finally been built over the river at this time to open up Hohman Avenue to the south. Priorly a tortuous route to the west over a rickety bridge at 171st Street and into Lansing was the only means of reaching Ridge Road.

The Queen Anne Candy Company came to Hammond in 1924 when Mr. Frank Betz liquidated his surgical supply company and retired, selling them his building on Hoffman Street. They have been in Hammond ever since. Andrew Christianson started the Viking Engineering Company at the same time on Conkey Street and it has been gradually expanding ever since. Mr. Christianson was long in the research and production department of the Standard Steel Car Company, and was internationally known in the field of research into freight and passenger car building. One of their first contracts was to make pistons for the Ford Motor Company.

The Chamber investigated the possibilities of their own quarters in 1923, even to the extent of entering into negotiations for the purchase of the southwest corner of Sibley Street and Morton Court and actually raising in less than one week \$10,000 of the purchase price of \$17,500. However, the ebullient Roscoe Woods talked them into renting space in his new building on the second floor. This included a 40 x 74 foot open room plus three offices. A \$40,000 building had been planned on the Sibley Street site.

The Chamber eagerly pressed for a goal of 1,000 members in 1924, adding better water, housing and "civic pride" to its goals. One of the more interesting speakers at the Thursday noon luncheon was 85 year old A. J. Proctor, the only surviving delegate to the Republican Convention of 1860 in Chicago. It was at this point, less than 20 miles from Hammond, that Abraham Lincoln was nominated for President at the "Wigwam" Hall. The first Community Chest drive that year set a goal of \$52,760.

The Ku Klux Klan, a potent political force in Indiana during the 'twenties, reached a membership of almost 180,000 during the 'twenties under the leadership of D. C. Stephenson. Locally the large foreign-born, Catholic and Jewish population were targets for the operating of the Klan. Their newspaper was sold on the downtown streets along with the other dailies by the newsboys. A huge meeting was held in Harrison Park -- an estimated 12,000 -- in 1922 and a parade of 5,000 white-robed, covered headed Klansmen had paraded down Hohman Avenue in April of 1923. Maywood Park was the scene of a guarded initiation in June of that year that added several thousand to their ranks. Their power was exhibited at the polls only, it appears, and none of the acts of violence normally associated with their operations seems to have been an issue.

Their fall came rapidly, based on a single act of D. C. Stephenson in taking a young woman to the Indiana Hotel in

1925. Abnormally abused, she committed suicide upon return to Indianapolis and Stephenson was indicted, convicted and sentenced to life imprisonment on a charge of rape.

The power of the Klan was thus abruptly broken in Indiana. The membership dwindled down to nothing when it was revealed that their posture as to religion, morality and "true Americanism" was a hypocritical cover for illegal political acts for the most part.

By 1925 the South Shore Railroad, now under the control of the Insull empire, was offering service to Chicago's Loop each half hour and reaching the goal 29 minutes later. Daniel J. Moran, local attorney, received one of the largest turnouts to the Chamber luncheons for that year with the subject: "How the Bible Reached Us". When the paint store of Dallas M. Hudson fell into a new excavation next to him the Chamber aided him back into business with a gift of \$1,000. The perennial Dr. Preston Bradley of Chicago also spoke that year.

The Standard Steel Car Company under the direction of E. Eiselt, plant manager, reported they were turning out 50 freight cars per day and a new record of 1,246 was reached in one month. This was in addition to their regular repair work on freight and passenger cars.

In November of 1925 the city council proposed to annex Munster and Highland but it was received with a shrug of the shoulders by the electorate of Hammond and nothing came of it.

Motor busses appeared on our streets for the first time, 16 coaches manned by 45 drivers. H. E. Miner was the president of the new Calumet Motor Coach Company. It was now possible to reach Gary via Michigan Avenue straight into 5th Avenue for the first time. The last Chamber meeting of the year was when Bishop Edwin E. Hughes of the Methodist Episcopal Church spoke on "A Preacher's View of Money". The newspaper reporter laconically noted a "slim crowd".

On July 31, 1926 Dr. H. E. Sharrer, president of the Northern States Life Insurance Company, dedicated their new structure at Hohman and Waltham Streets. This beautiful building was the headquarters for Hammond's first life insurance company. Incorporated in 1910, Joseph Ruff, local hardware merchant, purchased the first policy. Dr. Sharrer was now president and was well known as a promoter and a booster of Hammond. The Company now had agents in seven states and a staff of over 50 employees. Dr. Sharrer's

own residence was directly in the rear of the new home for the Company. The Depression eventually forced this institution out of business and the Hammond Board of Education finally became its owner. At one time it also housed the Harrison Park branch of the Hammond Public Library. The library reported in the first 6 months of 1926 that their circulation was up 24%.

Dr. J. Paul Goode of the University of Chicago termed Hammond "the center of growth for an area extending from Evanston, Illinois around the lake to Michigan City, Indiana".

The huge building boom of 1925 and 1926 had eased off considerably by 1927 and even "Pep-in Calumet" ceased publication after May of 1926, although it did resume for a period after August, 1929. Hammond basked in the present glory of its new achievements, however, speaking boldly of the new State Line Generating Plant, now Hammond's largest taxpayer, as "the biggest superpower station in the world". They also called attention to Hammond as the center of the largest freight and forge manufacturing area in the world. By 1927 our use of telephones had risen to 10,050. Indiana as a whole reported that construction declined 15% over the preceding year.

On June 14, 1927 President Coolidge came to the Area to dedicate the newly founded Wicker Park, the only township park in the United States. It was primarily the brain-child of 14 Hammond, Whiting and East Chicago residents. Speculating that the 240 acres would be approved, they took a long chance and purchased the land at a time when it was in demand for subdividing. Over a two year period it was finally recieved by the political body -- North Township -- and their money returned without any profit. Their names on this Roll of Honor are as follows: William Ahlborn, Frank Betz, H. P. Conkey, George Hannauer, R. H. McHie, Peter W. Meyn, C. Kaufmann, E. E. Minas, C. L. Surprise, A. H. Tapper, Leo Wolf and the long-time lover of parks, A. M. Turner. These men were all residents of Hammond. G. J. Bader, F. J. Smith and Walter Schrage were from Whiting. Mr. Walter J. Riley was from East Chicago and it was in his open limousine that "Silent Cal" Coolidge returned from the dedication down Hohman Avenue, tipping his tall silk hat to the delighted applause of the thousands assembled along the line as he made his way back to his private train in East Chicago.

He had been invited in March to attend and surprisingly enough, acceded to the request of the delegation who went to the White House, headed by Mayor Adrian Tinkham, who

succeeded to that office in 1925, lasting until 1930. At Wicker Park, Mr. Coolidge made more than a few remarks, belying his usual reticent reputation. He had remarked to Mayor Tinkham in Washington, "I have noted the growth of your district on my different trips." This was in reference to his views through windows of the trains that skirted the lower end of Lake Michigan. His speech, however, was lengthy but to the point, praising the Calumet Area as a whole.

Hammond's assessed value in 1928 was \$85,818,475 and its tax rate was \$3.38. It had issued \$8,507,852 in Special Assessment bonds from 1923 to 1927 to make various improvements and \$2,084,315 had been retired. With the addition of the Hammond-Ford Airport, as it was now termed, Hammond had all forms of transportation possible at that time.

Roxana-Shell purchased several hundred acres for a new \$25 million refinery along Michigan Avenue at Indianapolis Boulevard, reflecting an industrial interest in the newly created roads. It was reported at this time that there were 2,138 rail employees in Hammond but trucking was fast taking over many monopolies once held by railroads.

The controversial General William "Billy" Mitchell spoke at a noon luncheon on a grimly futuristic subject: "America's Place in the Air". This outspoken advocate of air power had resigned from the Army in 1925 when he had refused to be suppressed on the subject after being court-martialed.

The Seifer Furniture Company announced the construction of a new 5 story building on State Street in April. "Pep-in-Calumet" was suspended with the May 24th issue in 1926 due to a lack of funds. Charles DeLaney later revived it in September of 1929 for a short while. Fewer new developments were taking place but Balaban and Katz announced plans for a new \$500,000 movie house -- the Paramount -- to be erected at Hohman and Clinton. Several plants were adding to their present structures also. Even such events as a new stop-and-go light at Hohman and Russell Streets became front page news.

Herbert Hoover was elected President of the United States in 1928, having been selected by the Republicans when Mr. Coolidge left Hammond in 1927 and went on vacation. It was while he was there that he issued the enigmatic statement, "I do not choose to run again."

The construction of residential homes, one of the strong factors of Hammond's growth, had slowed since 1926 in spite of a continued need. Hammond had a diversified economy and was regarded as a "bedroom community" for the thousands working in the heavy industrial plants of East Chicago, Whiting and Gary. But high prices were freezing out the average home buyer.

It was business as usual for many in 1929 in spite of a huge blizzard accompanied by sub-zero weather in the opening days of the year. The Peoples Cooperative Bank was paying 4% compounded quarterly on savings and one could purchase a '29 Oldsmobile from Ullrich Motors on Calumet Avenue for \$875, spare tire and bumper extra. Chryslers ranged from \$1,040 for the cheap coupe to \$3,475 for an Imperial. Webster's added the following words to the dictionary for the first time: soap flakes, lazy Susans, sousaphone, public enemy, studio apartments, T-bone steaks and tree surgeons.

Frederick Lewis Allen was writing a book shortly to be published entitled "Only Yesterday". It dealt with an informal history of the 'twenties. He predicted that we would one day smile at the "memory of those charming, crazy days when the radio was a thrilling novelty, girls wore bobbed hair and knee-length skirts, when a trans-atlantic aviator suddenly became a god overnight and common stocks were about to bring us all to a lavish Utopia". He even assayed a venture into the future when he said, "Only one thing could one be sure of. It would not be repetition. The stream of time often doubles on its course but always it makes for itself a new channel". This was Hammond of that era -- this was the United States at that same time.

Hammond Civic bodies were pressing for the proposed new Lever Brothers plant in Robertsdale, obtaining 2600 signatures of the 2900 voters on the north side. The land was the site of a new amusement park, one with a thrillingly dangerous roller coaster that had caused the death of one individual almost as soon as it opened. The new Junior Toy Company also commenced operations for the first time that year. E. C. Minas held his 39th anniversary sale in March and would hold 35 more before his death -- men's fine sox were advertised at 25¢ a pair.

Roscoe E. Woods Company was selling 7% Gold Bond in amounts ranging from \$100 to \$1,000 to increase its capital structure. Another bill was filed in the state legislature

for track elevation in Hammond, meeting the fate of all predecessors and successors. The Indiana Hotel Restaurant was serving 8-course dinners at \$1 per plate.

Warnings were now in effect as to the economy from high sources; from President Hoover, the Federal Reserve Bank and some economists who agreed that the situation was not exactly under control. Only a few agreed, however: amongst these Roger Babson, stock market analyst and Banker Paul M. Warburg. Speculation in stocks was rife at this time.

The point in history around which disaster started was October 24, 1929. Thereafter known as "Black Thursday", 12 million stock shares were traded as against the normal 5 million. The following Tuesday the bottom dropped out and the sales rose to 16 million shares. Eight billion dollars in paper values had suddenly vanished on the New York Stock Exchange. By mid-November this had risen to \$30 billion.

There had been 642 bank failures in 1929 and in 1930 they rose to 1,345. Employers in the main were reluctant to lay off workers but they did cut back on working hours. Hammondites were more fortunate than others. The steel mills had been operating at 100% of capacity in the spring of 1929 but gradually sank as the economy deteriorated.

Charles O. Schonert was elected mayor in 1930, succeeding Mr. Tinkham. He appointed Thomas J. Martinson as chief of police, a position he held until 1958, instituting a modern and progressive program of law enforcement. William Nill was retained as fire chief.

Hammond's prosperity of the 'twenties had a carry over effect that obscured the true future. The steel mills were now down to 47% of capacity and grim times were ahead.

A TIME TO BREAK DOWN: 1931 - 1945

The population of Hammond for the past decade was 64,560 as released early in 1931. The fact that it was only 8.7% greater by 1940 shows that the Depression had struck heavily. The increase from 1920 to 1930 had been 79.3%.

1931 also marked the first full year of a new house numbering system in Hammond. The old system was becoming quite awkward as new subdivisions had opened in the annexed portions of Hammond and newcomers as well as the postal department were quite often stumped. The new system provided that all numbers for north and south streets were to start at Lake Michigan and go south. Numbers for east and west streets started at the state line and ran east to the city limits.

The worst blow of the decade struck early in 1931, when the prestigious First Trust and Savings Bank of Hammond failed to open its doors on Monday morning, February 2nd. Its directors had reached the decision at a hastily called Sunday afternoon meeting the previous day. To the community it was a bolt out of the blue sky. On January 19th preceding, a large ad in the Hammond Times told of its 43,000 depositors. There had been no "runs" on the institution. It was the 10th largest bank in the state and the largest ever to fail in Indiana. Capitalized at \$1 million dollars, it had a surplus in the same amount in addition to \$153,000 in undivided profits. The total deposits were \$9,403,689.02, and it was generally regarded as impregnable, located as it was in the largest skyscraper building in the downtown district and with impressively ornate offices.

It was not the first bank to close in Hammond. The short-lived East Side Trust and Savings Bank was "voluntarily liquidated" on December 4, 1914, but the stockholders bore all of the loss, estimated at \$17,000 together with the capital stock of \$25,000. It had been opened on March 22, 1912. Its closing was attributed to "inexperience in business and bad judgment used in the making of loans". It did not cause a ripple in the city as evidenced by the fact that it was not reported in the newspapers.

On August 26, 1930 the Northern Trust & Savings Bank on Hammond's north side closed, evidently caused by speculations of two officials in the bank who had been

caught in the stock market crash the preceding fall. This also closed the 1st Polish Savings & Loan Association, closely allied to it. Justice came swiftly here, as on September 3rd a sentence was administered to one official of 2 to 14 years. David Emery was appointed Receiver on September 5th. It had been chartered in 1914.

The following day, September 6th, the People's Co-Operative State Bank closed in the morning. At noon the Maywood Trust and Savings Bank closed. The first institution had been chartered in 1920 and the latter in 1923. The Peoples Co-Operative Bank closing was charged to their policy of paying 4% interest on savings accounts and an additional bonus to depositors out of year end profits. This was said to have weakened their capital structure, then at \$50,000. It was a two million dollar institution.

In every instance optimism was expressed that these banks would shortly be re-opened after proper "adjustments" were made but in no instance did this come to pass. By the end of the year, however, the Peoples Co-Operative Bank had paid a 15% distribution amounting to \$175,000 to all depositors. In the meantime the public reacted in varying degrees. Some quietly moved to withdraw their funds from the remaining institutions; others transferred them to other banks they considered "safer", either in Hammond or Chicago. Some did nothing.

On December 16th Kaufman and Wolf, operators of the Lion Store in Hammond, announced its sale to the Goldblatt Brothers, owners of a chain of five stores in Chicago. The building had been erected in 1927, based on a long-term lease that ran back to 1909 and signed by Jacob Rimbach, the owner of the underlying land. The aggressive Goldblatts still own the business in this Bicentennial year and are now renovating it completely, having regarded it as one of their finest stores in the whole chain.

On that same day, however, the American Trust & Savings Bank on State Street slipped into oblivion. It had been the victim of a quiet "run" and its one million dollars in deposits the previous year now stood at \$450,000, most of it belonging to political units of government. This was a portent of payless pay days ahead for government employees, a common matter all over the U.S. The American Trust & Savings Bank had been chartered in 1911 with capital stock of \$100,000.

One of the disasters attached to bank stockholders was the element of double liability on their stock, no

doubt legislated with the idea that they would keep a close eye on bank operations in which they had an interest. Most of the smaller banks closed because of the subtle effect that the larger ones had in the community when the latter failed and stockholders were generally faultless -- but helpless. They could not even use their stock to offset checking and savings accounts they personally held in these institutions but were forced to pay this liability in cash. The stock itself was worthless, and accounted for the other half of the liability.

Thus the repercussions of the First Trust & Savings Bank failure had far reaching effects after February 2, 1931. For instance, the Calumet City State Bank closed the same day because its funds were in the First Trust, according to a statement made by Mayor John W. Jaranowski, its president. Another bank in Calumet City also closed, as did the lone bank in Lansing, Illinois. Unusually enough, the Oak Glen Trust & Savings Bank in the latter community had voluntarily closed in 1927, citing failure to reach profitable operations. Its depositors received over 100%, however, a rare occurrence in the bank receiverships that followed. There were 2,298 bank failures in the country as a whole in 1931.

Steel production in the Calumet area plummeted to 24% during 1931, compounding the woes of a region so dependent upon the continued operations of this basic industry.

There were 33 banks in Lake County that did not survive the banking crisis. Gary was left with one bank, East Chicago had the two "Riley" banks, both of which later merged and there were two in Whiting. The Gary State Bank somehow weathered the storm alone with no assistance from outside sources. However, the East Chicago and Whiting banks were aided by the Standard Oil Company of Indiana and the local industries, especially the steel companies.

Hammond somehow muddled through 1931 and then the final culminating disaster struck on January 2, 1932, when the last two banks failed to open their doors. The State Bank of Hammond, first opening on April 14, 1917 as a private bank, was incorporated on October 6, 1919 and commenced business on November 20, 1919. In 1927 their capital was increased to \$60,000. They went into liquidation as being unable to make a profit, not being forced to close. Theodore Moore was appointed liquidating agent. Anton Tapper had been president of this bank.

The other bank had been regarded as the financial citadel that could not be assailed because it was a national bank. This was the Hammond National Bank and Trust Company. But it also did not open on the first business day of the New Year. The Hammond National Bank and Trust Company was actually the former Citizens National Bank of Hammond that had undergone a name change during the twenties, when it merged with the Hammond Trust & Savings Bank. It was placed in receivership on January 18, 1932 and all assets were liquidated. After almost a 10 year series of receivers it paid out 65.3% to the creditors. The stockholders had been forced to pay a 100% assessment on their stocking amounting to \$400,000 on May 9, 1932.

The front page of the newspaper also carried a reassuring note of faith in the city. Mayor Schonert on January 2nd and the Chamber of Commerce swiftly moved to offer local aid with a currency exchange set up in the lobby of the closed First Trust & Savings Bank. Thomas Tennant was president of the Chamber and they were also assisted by the Merchants association headed by Joseph Hirsch.

L. L. Caldwell, superintendent of schools, faced a \$75,000 payroll with \$500,000 in the Hammond National Bank alone. He called a meeting of all teachers and explained that difficulties of an unknown nature were ahead. Lake county was already lowering salaries in the face of lessened tax collections. The real estate tax sale list published this year showed 9½ pages of property advertised in fine print, 3 pages of which were Hammond properties alone. Since much of it was vacant land the buying was drastically down at the sale.

Tax anticipation warrants were one solution. Post-dated checks to city employees were also used - some dated ninety days ahead. It was nip-and-tuck for several years for governmental bodies.

Some individuals were not daunted by the times, however. The Hammond Lead Products Company of Hammond, located on 165th Street, is a prime example. They opened for business in 1932. They have been manufacturers of traditional lead chemicals: oxides for the battery industry, silicates for the ceramic plants and red and white leads used as pigments in the paint industries. A leader in research, they have turned recently to find lead-free replacements in this era of concern over air pollution and were granted a patent in 1974 that succeeds in doing this. The trade name is HALOX and the best

known names in paint are on their list of customers around the country. Recently some of the pigments have found their way into industrial finishes, including paints for farm machinery and heavy construction equipment. William Wilkie III is the president of the firm, which has 95 employees.

Two groups even assayed to enter the banking business again. On November 11, 1932 two charters were granted for new institutions. Although both were capitalized at \$100,000 they never opened and surrendered the charters. Hammond was never to have either a Union Bank of Hammond nor a Security Bank and Trust Company.

The currency exchange in the lobby of the former First Trust & Savings Bank was the only medium of exchange during the whole of 1932 in Hammond. During this year a rather casual event occurred in St. Louis that resulted in the opening of a new bank in December.

Mr. Alex Berger, a banker in that city, walked into a motion picture theater and saw the weekly Pathe News release, a time when news was "seen" only weekly through this media. The screen showed a picture of downtown Hammond with the announcement that this was "the largest city in the United States with no bank".

Impressed, Mr. Berger approached a young man in one of his banks in Jonesboro, Arkansas, suggesting to Mr. William P. Murray that he would like him to go to Hammond and check out the possibilities of starting a bank. Mr. Murray complied, thinking he was going to Hammond, Louisiana. He was somewhat startled when he found that his train ticket was sending him north instead of south.

The bank was established as the Mercantile Bank of Hammond, incorporating on December 8, 1932 and opening for business in the premises of the former People's Co-operative State Bank at 5243 Hohman Avenue on December 12th, four days later.

Mr. Berger was president with Mr. Murray serving as cashier and vice-president. Mr. Berger died in 1936 and Frank D. Gorsline succeeded him. On November 1, 1945 it became a national bank and now is known as the Mercantile National Bank of Hammond.

In 1957 Mr. Murray became president of the bank when Mr. Gorsline died. This same year Mr. Arthur Kuiper came

in as executive vice-president and succeeded Mr. Murray as Chairman of the Board when the latter died in 1963. Successive presidents after Murray have been Benton Wakefield, Kermit Hundley and Michael Gaffigan.

A beautiful new four-story white Vermont marble structure was erected in 1966 that features a huge 8' x 56' painting in the lobby by a Chicago artist, LeRoy Neiman, entitled "Afternoon at the Indiana Dunes". The bank moved next door while the old building was demolished, using the former quarters of the Montgomery Ward store for 15 months. This had formerly been the sales outlet for the Straube Piano Company of Hammond. Since 1952 the bank has also opened a total of 7 branches.

Mr. Kuiper, now Chairman of the Board, states that the bank grew to a \$2,641,000 institution by 1937 and to \$32,000,000 in 1957, their 25th year. They are now at \$172,600,000 this Bicentennial year of 1976. Carl Kleihege, downtown Realtor, and Joseph Badalli of the Standard Equipment and Supply Corporation have been members of the Board since 1951. Irving Chayken, retired jeweler who was one of the successive owners of the store started by the famous Alvah Roebuck of Sears & Roebuck, was a member of the Board from 1938 through 1970.

The Northern States Life Insurance Company was also forced to close during the Depression, due mainly to difficulties arising from their investments. The Lincoln National Life Insurance Company of Ft. Wayne then took over a large portion of its assets, and liquidated it after negotiations with the policy holders. The lovely structure at Hohman and Waltham Streets was later sold to the Hammond Board of Education at a price that has since turned out to be a rare bargain.

In 1941 a new insurance company moved its headquarters to Hammond, taking over the quarters on State Street west of Hohman Avenue that were originally built for the Klein Department Store and later occupied by the Big Bear Food Store

This was the Guarantee Reserve Life Insurance Company, founded in Indianapolis in 1933 and taken over by three individuals in 1940 to be run on a mail order basis. These were three Chicago men, Frederick Herrschner, Ben Jaffe and Jerome F. Kutak. Mr. Kutak was an attorney with a depth of experience in insurance companies.

The 30,000 square foot building was occupied by three employees the day it opened. Jeanne LaVigne, one of these three, is still with them. However, the growth was fantastic in spite of the fact that Messrs. Kutak and Jaffe were the only men out of 123 employees in 1946. During the war the reduced power crisis placed them on a half day power basis: the balance of the time they used candles and kerosene lamps!

Compelled by new Federal regulations to move into agency operations, the Company made the difficult transition in the latter forties, acquiring nine other companies during this period. It was now possible to secure men in the operation and IBM machinery came into the picture in 1946. During the intervening years they have also purchased additional property along State Street to the west, creating new parking and necessary office space.

Mr. Kutak has been actively engaged in the civic life of Hammond, a long term member and former president of the Kiwanis Club and also president of the Hammond Chamber of Commerce in 1967-68. The firm's statement for 1975 showed a growth from the original \$5,000 investment to admitted assets of \$24,430,677. They have \$227,825,000 of life insurance in force and paid \$4,333,565 in benefits in 1975. Mr. Kutak is now chairman (emeritus) of the board and general counsel. Eugene Jaffe is president. Current directors are Ben Jaffe, Eugene Jaffe, Anne Kutak, Jerome F. Jutak, Robert J. Kutak, Richard M. Seidel and Betty Weiss Hurd. The Company now operates in 41 states plus the District of Columbia. Total employees in Hammond alone are 150.

The next bank to open did so on March 4, 1933. It was promptly closed the next day due to the newly formulated presidential banking moratorium. However, it was allowed to re-open within a few days.

This was the Calumet State Bank of Hammond, which located in the former State Bank of Hammond quarters at 5444 Calumet Avenue, moving to the location of the former First Trust & Savings Bank at 5231 Hohman Avenue in 1934. In April of 1937 it became a national bank and now is known as the Calumet National Bank.

Mr. Joesph E. Meyer, the founder, had a special problem because of the huge volume of mail orders at his Indiana Botanical Gardens in south Hammond (more commonly known as "the herb factory" to local citizens). This was the primary reason the bank was started. They were

flooded with checks and money orders that needed processing and which he was reluctant to take out of town for depositing.

He enlisted the aid of two long-time friends to aid him. One was Charles Scott, a local building contractor who was regarded as being highly civic minded, having served on the city council and later being a long term member of the school board. The other was Mr. Lee Hutchinson, part owner of the Calumet Auto Parts business. These two gentlemen introduced him to Theodore Moor, formerly associated with the State Bank. This was why they started at Moor's former location.

In one year they discovered that they were running a commercial bank and decided to move into the mainstream of the business area in downtown Hammond, as Edward Meyer, his son, now recalls. *"Dad found out that the former First Trust Bank quarters could be rented and thus we moved over from Calumet Avenue."*

Mr. Meyer is now the only one of the original employees still with the bank, serving as Chairman of the Board and chief executive officer. *"When we first opened the bank I had a much lesser position," he recalls, "in that I did a little bit of everything--even to emptying wastebaskets and polishing brass. When we moved over to Hohman Avenue, I became a teller and recall that I had my own adding machine. That was about the only piece of equipment that anyone in the bank needed. Now we have literally tons of computers and sophisticated machinery to run the bank where formerly it was all done by hand."*

The building was purchased from the Metropolitan Life Insurance Company on December 1, 1941 for \$525,000, gradually expanding to the upper floors as they grew. In May of 1950 they opened their first branch, 6611 Kennedy Avenue in Hessville. This was the first bank in Hammond to have a branch and also the first bank Hessville ever had. They now have eight branches.

Presidents of the bank over the years have been Joseph E. Meyer, L. L. Murphy, George Gilchrist, Edward Meyer, William Bowen, Alfred Mallet and William M. Bacon. On June 30, 1976 their assets totaled \$156,739,000.

While no part of the country escaped the ravages of the Depression, the farmers were particularly hard struck. However, they did have the ability to grow food for themselves whereas the inhabitants of the cities and towns were limited to jobs and the latter simply did not

exist. At the beginning of 1931, North Township, comprised of Whiting, East Chicago, Hammond, Munster and Highland, had 16,935 families on its relief rolls, leading the townships in the whole state in the amount of money spent.

One of the interesting factors is that most local merchants were able somehow to struggle along through the Depression. Some of them quietly closed, others operated with a reduced inventory. They traded in order to straighten out certain debts and by thus establishing good credit did not fail.

For many young business men the time was an opportunity, not a disaster. Forced to strike out for themselves, they did so and aided in the untangling process that was so necessary to a new economic era. These men turned to the realty and insurance business rather heavily -- many of them had been in the banking field and had a willingness to work hard, a factor once evaluated by Abraham Lincoln as being unique amongst mankind.

It is also evident that many young people, particularly the age group from 18 to 25, were touched by the Depression but not actually affected by it economically. Living with their parents, they were able to secure jobs of some sort, especially those who were persistent, and their income was a welcome addition to the families. Many of them had come to Hammond alone and remained to work into the life of the community gradually.

The great sufferers were the citizens who lost their homes. They had worked hard to create an equity in these homes and the foreclosures that came from 1933 through 1939 wiped out not only their equities but also their faith in themselves. For the most part, however, this was a temporary situation and they eventually managed to struggle through, especially if their creditors were sympathetic. Many now tell stories of almost incredible compassion -- but it paid off over the years.

However, the closing of the financial institutions and the pressures upon mortgage companies for funds needed by their depositors created a situation whereby literally hundreds of home owners lost their homes through foreclosure. In 1936 one large New York insurance firm alone had 150 homes for sale under liberal terms, most of which were fairly new homes in the former Hessville section of Hammond's far South side.

The building and loan associations, each with its funds in a bank, faced another situation that created a

vicious circle. They endeavored to keep their funds loaned out to the point of illiquidity in order to pay high dividends to their depositors. Their sources of money were normally the new savings that came to them and the repayments of the old loans. New savings became almost nil and repayments of mortgages also slowed. As the Depression worsened their depositors turned to them for funds but were shunted aside due to these above situations. This in turn forced these people to turn to the banks for necessary funds, and further reduced the deposits in the banks.

Special attention must be paid to two building and loan associations that did not fail. The first was the Peoples Building and Loan, small and extremely conservative. They did not have a single mortgage foreclosure in their history. They were recently absorbed into the First Federal Savings and Loan of Hammond after a long and honorable record in Hammond.

The other was the Calumet Building and Loan Association under the direction of Frank Hammond and Carl Wolf. This institution was also able to weather the storm. It was later merged into the Calumet Federal Savings and Loan Association of Hammond and is now over a \$30 million savings and loan. According to Roland Tapper, president, it also absorbed the Peoples Federal Savings and Loan of Hammond. During the tight money era they simply did not pay any dividends and survived.

In retrospect it now appears that the present day Federal Deposit Insurance Corporation, set up to insure depositors against such massive failures, would have succeeded admirably during this period of the early 1930's in Hammond. There was too quick a liquidation of assets that might have realized far higher prices, could the receiver have worked out their immediate problem, that of raising cash to pay off the depositors. True, internal illegal operations were discovered which had resulted in outright losses, as in the case of the Northern Trust & Savings Bank. This later appeared in the First Trust & Savings Bank, resulting in the indictments of high officials and a jail sentence for one officer. However, had the good loans been allowed the time to mature, the resulting devastating effects of the worthless ones would have been minimized. This is what occurs in current FDIC operations. The confidence of the people is not shattered and the precious element of time is gained. A relaxed depositor is not apt to join a "run" on the institution.

Hammond did not have the financial support of large industries to tide them over, either. The largest plant,

the Standard Steel Car Company, had merged with the Pullman Company on March 1, 1930. Although their Hammond plant was regarded as the most modern car-building plant in the world, the new management kept them on a standby basis only until the outbreak of WW II. This meant a loss - on the average - of 2,400 jobs per year alone in Hammond. Large national corporations generally maintain their funds in big city institutions, as Hammond bankers have noted over the years.

Unemployment relief was a new factor in our country, adding to the burdens of a weakened tax system. Private agencies, aided by those still working, did a magnificent job in this social service field during this emergency period. The administration in Lake county of relief measures was unhappily characterized by inefficiency, waste and petty politics until it was at last systematized. The county was unofficially bankrupt, unable to even sell bonds for lack of a market in 1931. About 3,500 Mexicans were voluntarily repatriated from the county during 1931 and 1932, easing the burden of taxation.

Milton Mayer in Chicago announced that the citizens of that city were sullen and cynical and the civic leaders were bankrupt, dead or in Greece. This last was a reference to Samuel Insull. In 1933 the University of Chicago graduating class was too poor to put out a yearbook. They did put out a questionnaire and one overly exuberant graduate answered the question: what do you expect to do in the next 25 years? "Lick the world." When they put out another questionnaire 25 years later the question was asked: Accomplishments for the past 25 years? He answered, "Got licked."

The people expressed themselves in the election in the fall of 1932. The Democrats won overwhelmingly in the national field when Franklin Delano Roosevelt became president of the United States. Inaugurated March 4, 1933, he stayed in the office for the rest of his life, dying April 12, 1945. William Schulte of Hammond was swept into office as our local Congressman, lasting until January 3, 1943, when he was defeated by our incumbent, Ray J. Madden, now leaving office after a 33 year term at the end of this Bicentennial year. Unusually enough, both of these men were natives of Nebraska.

Mr. Roosevelt gave a stirring radio speech upon accession to office, closing with the words, "*The only thing we have to fear is fear itself!*" He then promptly closed all the banks. Insolvent banks were not allowed to reopen but within a week the stronger ones were daily added to those who would be again free to operate.

The Common Council of Hammond in 1933 created a Department of Water Works, relieving the management and control from the Board of Public Works that had existed over our water system since 1890. Under the leadership of local automobile dealer, Percy T. Smith, the new Board laid plans for a new water filtration plant and, aided by a Federal PWA loan, dedicated a new building on the lake-front on August 8, 1936. Adding unpalatable chlorine to the system was no longer enough to conquer the various types of pollution of our water. Currently we take our water for granted, giving small thought to it, as Business Manager Robert E. Wilhelm pointed out at the dedication. During the Depression it was necessary to be lenient as to collections of water bills, food and rent being given the preference but Hammond's unequalled system of pure water at low rates is a large reason for the existence of Hammond and the allied communities that are likewise served by our system. In 1941 the new sewage disposal plant on Columbia Avenue was completed, thus ending a serious problem as to lake pollution on the part of Hammond.

1934 saw the opening of the new Lever Brothers plant at the 5 Points in Robertsdale, site of the former park and amusement park. Termed the "most modern soap plant in the world," the familiar Rinso-Lux-Spry and Lifeboy products now emanated from Hammond, which can rightfully be said to aid the world to wash its face and clean its clothes!

Mr. Frank Martin was elected in April of 1935 as Hammond's first Democratic mayor since 1918, a term that lasted until 1942 when he resigned to become Lake County Treasurer. The new city hall was completed during his term although the movement into the new building was slow and it was not until 1940 that the quaint old city hall with its odd fire tower was demolished in order to afford parking for our garbage trucks.

Disposal of refuse in Hammond has shifted several times. Ann Street, one block west of Hohman Avenue, was one of the first dumps. Later this was moved north of 140th Street between Calumet and Sheffield Avenues, an admirable place to fill a swamp without too much objection from neighbors since the area was only sparsely settled. Next came a large piece of acreage at 169th Street and Cline Avenue after WW II and then a large borrow pit at Kennedy and Michigan Avenues created by the Indiana Toll Road excavation. Hammond had built an incinerator at 165th Street and the Erie tracks but it was not successful and was torn down. Currently the city is contracting out the disposal of refuse, having never actually solved the

problem in spite of endless seeking of advice and appointments of committees.

The disruptions of the American Civil War had barely touched the handful of residents in Hammond in the early 1860's. After that period ensued an era of industrialization in the United States for almost 75 years in which Hammond participated and grew to its 1930 population of 64,560. Now the country began to move into a new era of big government, into the creation of a welfare state. Hammond was also obliged to partake of this in order to survive.

The city was without a single bank during the whole year of 1932. Thus the new Federal and State banking laws that now came into existence did not particularly affect the community. These were quickly followed by other new laws controlling farm products, establishing price and wage controls, wiping out the gold standard and spelling out the National Industrial Recovery Act, popularly known as the NRA. The familiar blue eagle with the motto "We Do Our Part" underneath it began to appear in local stores. Even though many of these laws were later nullified by the U.S. Supreme Court, the net effect of the year 1933 was a renewed spirit in the country and the fact that social and economic legislation of great strength had been passed, began an entirely new way of life for all citizens up to this year of 1976.

The new Clark High School in Robertsdale was finished in 1933. The Works Progress Administration came into existence now and by 1941 had attested its worthiness in Hammond by tangible evidences such as the Edison and Morton Schools, the new Civic Center and the completion of the sewage disposal plant on Columbia Avenue.

The country had been thoroughly aroused by the sudden changes and those who sponsored even more radical (at that time) proposals such as those set forth by Father Charles E. Coughlin, Detroit radio priest, Senator Huey P. Long of Louisiana and Dr. Francis E. Townsend. Now came a wave of industrial unionism started by John L. Lewis in the coal fields. Strikes to accomplish these ends were highly effective.

Counter measures to aid the younger men were established by the government and many young men of Hammond entered the Civilian Conservation Corps (a total of 2.5 million in the U.S.) under Army supervision, planted trees, built fish ponds, fought forest fires and set patterns that are still producing good results down to this year of 1976.

The Social Security Act was passed during the "Second Hundred Days" of 1935, a law that has permeated into the life of every individual in the country. This year also saw the death of the last surviving charter member of Garfield Masonic Lodge on December 29th when former Mayor Fred Mott died.

One of the areas that has become woven into the life of Hammond was the effort to create a low-cost housing center and this was completed by the opening in 1941 of Columbia Center, a 400-unit set of structures that fortunately did not commit the error of later governmental efforts in this field: there were no high-rise buildings in it.

Ironically, also, although designed for low-income citizens, it was viewed with extreme suspicion by large numbers of qualified residents due to the supervision so necessary to run a well managed institution, which latter fact it has proved itself to be over the years, just recently undergoing renovation and modernization in the architectural appearance and heating systems. It proved to be a disguised blessing when World War II broke out almost immediately after it opened and provisions were made to house the war workers in the Calumet Area. This continued until well after the War because of the lack of housing in Hammond. These individuals paid much higher rents than the normal residents. It was not until the early 1950's that the last of the war workers were forced to leave.

Mr. Roosevelt won again in 1936 and the unions again swung into action, using the "sit-down" strike technique by freezing workers inside the plants for the first time. Mr. Roosevelt made a sincere attempt to cut the budget in 1937 and the result was that in 1938 Hammondites were talking of a "Roosevelt recession" as well as a "Hoover depression". The exuberance of the early years was now at a low ebb. The ever pressing problem of unemployment had not been solved and was not to be until World War II broke out with an attack by the Japanese on December 7, 1941 at Pearl Harbor in Hawaii.

European war had broken out on September 1, 1939 and Germany had literally overrun the mainland but could not conquer England. Our sympathies were with the latter country and the government gradually built up our defenses, starting with the Selective Service Act in September of 1940. The first contingent of draftees left Hammond in November under this act -- a group of 6. Prior to that time Company "C", 9th Battalion Marine Corps Reserves had left Hammond on active duty.

The last street car had stopped running in Hammond in 1937 and wartime saved the passenger business of the railroads for almost another 30 years. However, the Standard Steel Car Company, now the Pullman-Standard, was reactivated for war production at once. The merger of the two companies had actually occurred as of March 1, 1930, but the plant was relatively inactive for the whole decade. It now became a common sight to see tanks running through the fields in that area and others in the Region as they were tested in various plants.

The devastating effect of the Depression had been seen in the published census reports of 1940, when the population increase of the decade fell to 10% of what it had been in the 1920's -- it was now at 70,184.

The four years of the war, extending to the latter months of 1945, were quiet ones in Hammond. Only construction for war purposes was allowed and there were very few changes to be seen in the city. The city was organized again but in a different manner than priorly. Air raid wardens were established, blackouts were tested, gasoline was put under rationing and "A", "B" and "C" cards were necessary to be posted on each automobile, each denoting a different allotment of gasoline. Rubber was the scarce item, shut off by the Japanese successes in the early days of the war in the South Pacific and the gasoline rationing was instituted to conserve rubber.

There were few parades and none of the glory of war manifested in 1917-18. There were tearful partings at railroad stations, but secrecy was urged upon the public at large. The Erie Railroad depot was torn down just one year before the outbreak of the war, ending a 57 year period of service. Two of Hammond's mayors had served it -- John D. Smalley was station agent, preceding A. M. DeWeese, who had been in the office since 1906. Dan Brown had managed the hotel and restaurant in the structure for many years. The facilities moved across the track to the Monon Depot and it was here that most of the volunteers and draftees left for the Great Lakes Naval Training Station or Fort Benjamin Harrison at Indianapolis.

In 1942 G. Bertram Smith became our 13th mayor. In this Bicentennial year he is now our oldest surviving mayor.

There were actual shortages during the war. Certain items such as meat and sugar were put under rationing and every housewife now had something additional to stuff in her purse -- books of stamps to be used in the grocery store. The term "black market" became well known. If a

line was seen outside a commercial store building the impulse was to join it and then check furtively to see if it were for cigarettes, silk or nylon stockings or chocolate candy bars, according to one's own taste and desires. In a land of plenty the citizens learned to live with less. Rent controls and other price controls held back the unleashed forces of inflation, reflected in the increasing bank deposits. "Use it up - wear it out - make it do!" became an important slogan, especially when the production of automobiles ceased for a period of five years. It was also a time of liquidation of Depression debts, a wiping of the slate clean that some had long promised to accomplish and had never been financially able to do.

Hammond's third bank opened in the midst of all the turmoil of war on October 7th, 1944. John F. Wilhelm was the president of the newly formed Hoosier State Bank and the site selected was at 479 State Street, the location of the former American Trust & Savings Bank. The new cashier, Lawrence S. Ervin, had worked at this older bank when only 15 years of age and recalled that it had formerly been located directly opposite, on the south side of the street, and the vault had been moved over *"with me as part of the ballast on one end of the supporting timber"*.

Mr. Wilhelm recalls that he had lost space for his tax and insurance business in the Hammond Building as the J.C. Penney Company had made an offer to purchase it and move from their location in the Hohman Building at State and Hohman Streets.

"We discovered Mr. Eric Haehnel of the Hammond Pure Ice Company owned the structure and would lease it. My associates and I signed a lease and moved into the building just as Pearl Harbor struck the nation and Penney could not move because of the instant laws prohibiting new construction. I soon noted the town was split because of the railroad tracks and I felt a bank was needed for this portion of the downtown district. Ours was a bank for the little man that featured the ThriftiCheck system that we still have," he states, "and we have endeavored to work on this principle to this day."

It is now over a \$100 million dollar institution with the 12th branch now underway, spread well over the Calumet area. Mr. Wilhelm recently retired as president and Clement Gargula, one of the young G.I.'s who came into the bank as a teller after the war was over, recently assumed his position. Mr. Wilhelm is now the Chairman of the Board.

Robert Wilhelm, Harry Dahlby, Warren A. Reeder, Jr. Harold Johnson, John F. Wilhelm, Harold Wagner and Lawrence

Ervin comprised the first board of directors. Mr. Johnson and John Wilhelm remain on the board during its 33rd year of operation.

Citizens worked together, young and old, in such enterprises as blood donors or created "Victory gardens" that produced 40% of the fresh vegetables in 1944 consumed at home. A particularly memorable event was the drive toward the sale of war bonds at an early morning breakfast held at the Civic Center with Governor Henry Schricker as the speaker. A counterfeit newspaper was given to each one present that presented the news as if the various citizens were already under German-Japanese domination and what they could expect for the day. Prominent citizens were featured by name and it left a sobering effect on each one. Propaganda during wartime is nothing new but most citizens were aware that U.S. citizens would not fare well under Fascism. The bond drive was especially effective that day. In the country at large over \$100 billion worth of war bonds were sold. Among the more well organized efforts were the numerous scrap drives, designed to feed the hungry blast furnaces that were continuously running. The Civil War cannon in front of the Carnegie Library had been sacrificed during the first World War in this manner but these drives were of the block-by-block neighborhood type wherein everyone participated and did their part.

Roosevelt won an unprecedented fourth term in 1944 but died in office the following spring and was succeeded by Harry S. Truman. On May 8, 1945 the end of war came for Germany, forcing the final collapse of its Italian allies at the same time, who had been effectively bottled up in their own country.

The U.S. had experienced fewer than 400,000 battle deaths, and our home front had never been seriously threatened. In no other country would the quip "Don't you know there's a war on?" have been possible. In spite of the cataclysmic destruction, it marked the return of prosperity after a dozen years of relentless depression and hard-core unemployment. By 1942 all Americans could find work and be only concerned about where to find the consumer goods on which to spend their wages.

The Axis powers were literally buried under an avalanche of steel by American industrial production, no small percentage of which came from our own Calumet Region. The two front war was finally over on August 10, 1945, when the Japanese surrendered after the astounding power of two atomic bombs had been unleashed upon them. This ushered in an entirely different future for all American citizens in its portent.

HAMMOND'S CENTENNIAL CELEBRATION



THE NEW BOOM: 1946 - 1960

The discharges from the Armed Services now began to come back home, at first only a trickle, based on overseas service. Then came a torrent, all eager to repair back to a life they had dreamed of for many months. For some, in fact, it been up to five years. Not all returned, of course, and some chose to stay; eight million men on V-J Day were down to 4.3 million at the first of the year and by the summer of 1946 the Army stood at 1.5 million, the Navy at 700,000. Harry S. Truman was elected President in his own right in 1948, serving until 1953.

For Hammond the immediate problem became housing. The new G.I. Bill of Rights provided for a veteran to be able to purchase a home with no down payment and at only a 4% rate of interest at first. Hammond at this point provided a perfect background to meet this current need: the lending institutions had the accumulated savings of wartime moneys; experienced contractors and hundreds of vacant lots which could be used immediately, well-located and fully improved. These were the leftovers from the Depression, low-priced for the most part and with clear titles. There was no need to add new subdivisions, just merely use the existing ones first.

The result was that home building almost immediately became a major industry in Hammond and its environs and that Hammond's vacant land, long useless and upon which few taxes were paid, now became of major importance. For the next 20 years the boom was on, with a few slowdowns but generally continued until the city was "built out". This, of course, triggered a proliferation of closely allied items such as stores, churches, schools and a demand for the service trades as the population increased. This latter bounded upward by 24.8% at the 1950 census and stood at a new high of 87,594 with yet greater heights to come. The building that came was in every section of Hammond except the already existing central portion. At its termination it moved southeastwardly in the Hessville section.

The role of higher education concomitantly grew enormously after the war. In Hammond this was reflected in the Calumet Campus of Purdue University. During WW II Purdue's extension division offered courses locally at the school board building on Waltham and Hohman. Living in a heavily diversified urban area, the majority of our population was attracted here as the demand for workers came in the heavy industries. The need for trained help

expanded our Calumet Campus, and Purdue University, faithful to its land grant college heritage, provided the education to those who could benefit from it.

Dr. Lance Trusty of its history department states that in 1976 a faculty of 200 was teaching over 6,850 full and part-time students in day and evening programs. Engineering, administrative sciences, nursing, teacher training, business and the liberal arts programs are ready for those who want to be prepared for the exigencies of the modern world.

To the late E. D. Anderson, former Purdue trustee, president of the Plan Commission in Hammond and top executive in the Northern Indiana Public Service Company, must go the credit in securing the Calumet Campus. He enlisted the aid of local industry, business and citizens of the Calumet Region generally to reach the goal. Assembly of the land itself can be credited to the late Donald C. Gardner, land developer, who gave freely of his know-how to place the site in the central part of the Woodmar area. Mr. John Phrommer, his associate, also aided in the project. Mr. Phrommer is now the only surviving member of the original Hammond Board of Realtors.

There are now six major buildings on campus, part of a plan projected to the end of the century. The library has over 100,000 volumes. Many of the students are employed in the local industries of the area and pursue their degrees, which latter range from the Associate to the Master's. There are also certificated programs and Dr. Trusty further states that local industries cooperate in the training programs offered and the many management seminars presented.

The citizens of Hammond also share in the Purdue program. A recent notable event, a portion of their Bicentennial program, was a sparkling presentation by Jean Shepherd, nationally known author and TV star. Mr. Shepherd is a native of Hammond and this was his first featured time in the city, about which he writes so humorously, some comparing him to Mark Twain.

The faculty of the Calumet Campus is possibly much closer to the community life of our city and area than that of the average university, a fact much appreciated by the citizens of Hammond. Richard Coombs is the Chancellor.

Mr. Vernon C. Anderson became Hammond's 14th mayor in 1948, the last of three former Realtors in a row (since 1935) to assume this position. Mayors of Hammond have

early been associated in Hammond realty, starting with Marcus Towle, passing on to Thomas Hammond, Fred Mott, A. F. Knotts and then Messrs. Martin, Smith and Anderson.

In 1938 Hammond High School had gone to the Indiana State Tourney finals at Indianapolis and lost. Their coach was Chester Kessler. In 1939 Hammond Tech, after a mediocre season, pulled a stunning surprise in the sporting world by winning the state finals under the direction of coach Louis Birkett. The school was still housed in the old Central High Building on Russell Street and began to press for new quarters, using their newly acquired victory to promote the move. However, the war intervened and there was disagreement over the site until the school board hired Mr. William Reavis of the University of Chicago after the war to make a survey of the school system. One of his recommendations was that the building be located on Sohl Avenue near Hammond High School.

Mayor Anderson took note of the fact that the Park Board owned that land and the School Board owned the land in the 6700 block of Madison Avenue that had been out of use since the new Edison School had been erected during the Depression.

A trade was shortly effected at no cost to either party and in 1950 the new Hammond Technical School was completed.

In 1948 the Altrusa Club was established, the female equivalent of the Rotary Club, wherein each member selected represents a certain profession or business. Mrs. Dean Mitchell, their historian reveals that Mrs. Beulah Carpenter was their first president. One of their larger projects has been grants-in-aid to women of foreign countries to enable them to complete studies here and return to their own countries to further their lives in service to their own citizens. They also have a scholarship program that encompasses the high schools and colleges. This is an international organization and they meet twice per month. Genevieve Klacik is their current president.

The present day Borman Expressway, also known as the Tri-State Expressway, slowly nudged through Hammond's south side during 1949. This road, coming out of Chicago and also out of northern Illinois, gradually went east as a freeway to Michigan City and Michigan and has become one of the most heavily traveled roads in the United States. About 300 homes in Hammond, many of them fairly new, were

moved during construction. Fortunately there were enough vacant lots left nearby to accomodate them. No industry was disturbed.

An early accomplishment during the Anderson administration was the widening of Hohman Street between Sibley and the alley next to the north on the west side. This jutting out portion had long been an irritant for the free flow of traffic. To compensate the adjacent store owners, a bond issue was floated, to be paid out of the new revenues of the new parking meters which was eventually accomplished. At the same time the street lighting system was changed to mercury lights, a savings in money that also resulted in brighter lights.

Another problem solved was the water pressure, which was strenthened by looping the pipes at every opportunity and increasing the capacity. An unusual step was the elimination of the "ole swimming hole" lagoons in three of the public parks and the building of modern swimming pools. This was done at Douglas, Edison and Hessville Parks.

New industries were also added. Two of these were the American Can Company, which has only recently doubled its capacity and the Keyes Fibre Company at 165th and Indianapolis Boulevard, a modern plant for paper manufacturing. The opening of this latter plant at first disturbed the Woodmar area because of the nearness to a new and better than average neighborhood, but has become a beauty spot and a good neighbor in Hammond.

The new buildings and plants began to increase the assessed valuation, enabling the city to add new fire fighting equipment, modernize the garbage trucks and turn to the sanitary landfill method of disposal for the refuse. Many of the streets of Hessville, a somewhat neglected portion of Hammond, were paved for the first time, the property owners sharing in the expense by putting in the curbs and drains. In two successive years "Clean Up - Paint Up" drives led by the administration gave Hammond national awards. Vacant lots in many areas were turned into local playgrounds.

A welcome factor was the leadership of Hammond in lifting rent controls, one of the last of wartime vestiges of economic controls. There was some opposition here but Hammond was now becoming known as a city of homes and in this year of 1976 the one city in the United States that has never shed rent control, New York City, has found its building program in a shambles. In 1950 the police department used the radar system of traffic control for the

first time. Up to 1955 ten schools were either remodeled, expanded or newly created. Hammond's third high school, Oliver P. Morton, was completed on Marshall Street as an addition to the original elementary school in 1952.

War with Korea unexpectedly broke out in 1950 but this did not affect Hammond materially, although there was a slight faltering of the housing boom for a few months. Some National Guardsmen were called to duty but this was a no-win war that culminated in 1953 with 6,000 American casualties and another uneasy front to watch that has lasted up to this date of 1976.

In 1951 Hammond celebrated full maturity by an eight-day long program of events that marked the 100th anniversary of Ernst W. Hohman's first settling along the banks of the Grand Calumet River. Hammond was also celebrating a recently released figure that showed it to be 22% higher than the average American city in a "quality of market" index. Our 24,600 families in the city had a net disposable income of \$139,238,000 after taxes, an average of \$5,660 per family.

The whole city joined in the joyous celebration, starting with a "Freedom of Religion" program at the Hammond High School on a Monday evening and held a "Centurama" of the city of Hammond each night for 6 days. The next night an "All Nations" program was held, with German, Polish, Ukranian, Croatian and Negro choral groups.

The Erie Railroad was also celebrating its Centennial and joined in the event by showing an 18 car consist that included a special museum car, an old wood-burning steam locomotive and cars of the 1851 era and then some 1951 model equipment. Since Hammond marked the railroad's western terminus, the train moved on to the east after the opening night. The Erie Railroad fell upon disastrous days in the quarter century that followed and although it was the last major railroad in the city to offer passenger train service in and out of the city and to the eastern coast, it finally ceased operation this very year of 1976 and the Federally sponsored Conrail system took over. Its famous switching yards are fully closed and no longer do the familiar Erie switching trains clog the downtown district nor cause sinking hearts to motorists when a long train passes through town. Their old roundhouse on Douglas Street has totally disappeared.

Even "Labor and Management" had its time on the final day of the Centennial. There were the usual contests over beards with the "Brothers of the Brush" amongst the males

and as to dresses in "Sisters of the Swish" with the females. It was a gala -- and again -- a unified time in Hammond. Most of the local clubs joined in the event, directed overall by the Hammond Chamber of Commerce.

The event was outstanding because of the factor that so many participating individuals were descendants of original families -- the Hohmans, Sohls and the Hammonds, just to name a few. The Hammond Times published a 204 page special edition on June 17th, the total papers, if stacked on top of one another, reaching higher than the Calumet National bank building. It also marked the 45th year of publication of the Times, which started in 1906 when Sidmon McHie, a Chicago grain and stockbroker purchased the Hammond Tribune, a paper which had a series of ownerships starting with Porter B. Towle in 1880. McHie possessed the energy and capital to publish a paper on a scale not attempted in the Calumet area up to this time and which has continued to this date. He also made heavy investments in local real estate. The advertising of Hammond merchants in the local Hammond Times was no small factor in aiding Hammond to reach such a high index in the retail market average in the U.S. in 1951.

Hammond has generally managed to escape natural disasters but a near catastrophe struck in October of 1954 when a continuous downpour of rain that lasted approximately 10 days inundated the Little Calumet River basin along the southern edge of Hammond, causing the evacuation of 400 families in the new Schleicher addition. The Woodmar area was particularly hard hit, as was our neighboring city of Calumet City. It also struck the area around Forsythe Park in Robertsdale. The National Guard was called out and was billeted in the Civic Center.

Emergencies have a peculiar facility for drawing people closer together. Large corporations such as Inland Steel and Standard Oil rushed emergency aid in the form of cots, mattresses and blankets; the Hammond Red Cross set up emergency headquarters, the police and fire forces continued on duty around the clock, including those called back from vacations and days off. Hundreds of high school students piled sand bags inexhaustibly for periods of up to 30 hours without relief. The river itself did a peculiar performance of reversing its flow during the flood and started east instead of west as usual, a feat that is said to have been impossible without the expenditure of millions of dollars and heavy engineering normally. After the flood had subsided the river was dredged and diked on both banks. It has not been flooded since but the danger still lies in the Cal-Sag channel locks in Lockport, Illinois

that control these waters. Old pictures in the Hammond Historical Society collection indicate that the flooding of this area was quite common in times past but there was no industry nor homes to be particularly concerned about as there is now.

Unusually enough, in August of the following year a \$30 million dollar explosion in the world's largest hydroformer at the Standard Oil Company's Whiting plant shook the citizens of Hammond. The 26-story structure blew up at 6:15 a.m. on August 28th and kept burning in various tanks along side Indianapolis Boulevard for several days, easily visible from Hammond's north side. The miracle was the fact that only two died, one a 3 year old child in a nearby subdivision and a plant foreman who died of a heart attack. Over 1,000 families were evacuated from the danger area but later returned. The Standard Oil Company later purchased all of the homes on the west side of Indianapolis Boulevard to place a better buffer between local residents and the plant. Standard had had another smaller explosion in 1941 but nothing to equal the devastating effects of this one. Again, the Company and the residents of this area cooperated in relief and cleanup work.

Famed World War General Dwight D. Eisenhower became our 34th president in 1953 and lasted two full terms to 1961.

In 1956 Edward J. Dowling became our 15th mayor, a position he was to hold until 1968, an 11 year term that has not been equalled up to this time.

The prior year the Indiana Toll Road was started in the state, a project that ran for 156 miles from the Ohio line west to Hammond where it was linked by a special road to the Indiana-Illinois state line. There the new Chicago Skyway picked up the road and led the traffic into the famous Loop of downtown Chicago and other new freeways north and west. A great disappointment to Hammond, which again saw many homes both moved and destroyed to accommodate the path of the tollway -- with the resultant loss in tax revenue -- was the fact that the western terminus was dubbed "West Point" instead of "Hammond". The eastern terminus, called "East Point", is in a corn belt area with no town nearby so there was no legitimate excuse for this oversight. With the toll gate in Hammond came some new business at the opening onto Calumet Avenue and 141st Street. A large Holiday Inn and a Howard Johnson Motel, together with their affiliating restaurants came to take up the slack in the assessed values that were lost in the right-of-way through the city.

St. Margaret Hospital launched a new expansion program during this era which was completed in 1957 and which has caused it to become one of the most modern hospitals in the U.S. at this date. Also, along south Hohman Avenue, several new churches were located, all south of 165th Street and on the east side of the street. These were: the First United Methodist Church, which left its former downtown location on Russell Street and sold the site to the Northern Indiana Public Service Company, which promptly built a large office building to supplement its increased postwar needs, using the balance of the land for parking. Next in line is the First United Lutheran Church, Temple Beth-El, St. Demetrios Greek Orthodox Church, Congregation Beth Israel, First Church Christ Scientist of Hammond, and then the Trinity Evangelical Lutheran Church at the corner of 173rd and Hohman. The Christian Fellowship Church and the Christ United Methodist Church are both nearby on 165th Street. Thus follows the name "Church Row". Hammond has 70 churches.

The Woodmar Shopping Center came to Hammond in 1955 at the southwest corner of 165th Street and Indianapolis Boulevard. This was the start in this part of the country that put into motion the change in the retail shopping habits of Hammondites, long accustomed to the downtown area only, with small outlying streets such as Conkey Street for small neighborhood stores. These were followed in the next few years by discount shopping stores of a chain variety such as K-Mart and Zayres. Carson, Pirie, Scott and Company out of Chicago was the large branch department store that located in the new Woodmar Shopping Center. This is now an entirely enclosed mall that is air-conditioned and enclosed for shopping comfort.

Hammond had an evident pride in the carryover result-
int from the celebrating of the Centennial that lasted into the 1960's. It was during these years that the city was experiencing the last great surge of population growth that started during the 1940's.

Mr. L. L. Caldwell, superintendent of schools, died in 1959, suddenly ending a 37 year term in office. Mr. Caldwell was regarded as a top educator in the state, a stern taskmaster in his position but a dedicated leader in many aspects of life in Hammond. Beloved by those under him, he in turn was utterly devoted to the job of serving each student in the system to the point where his abilities could best be used. He was an innovator and the first to admit of errors that came in spite of efforts to prevent them. He was our 5th superintendent, being preceded by W. C. Belman (1883-1901), who had organized the high

school, established the first kindergarten and introduced the athletic system. Mr. Belman was succeeded by W. H. Hershman (1901-1904) during which time the pupils increased by 1,000 to 4,500. It will be recalled that this was the time when Hammond was in an exceedingly rocky period economically.

From 1904 to 1920 C. M. McDaniel held the position, erecting many new buildings, including the new Hammond High, not fully completed until 1922. The enrollment virtually tripled during his administration and the teaching staff increased to 150.

He was succeeded by Edwin S. Monroe for a two year term.

Following Mr. Caldwell came R. B. Miller, 1959-1963, Joseph Hendrick, 1963-1966, Oliver L. Rapp, 1966-1969, Robert L. Medcalf, 1969-1973, Wayne M. Carle, 1973-1975 and Willard J. Congreve, who started in 1975.

The schools now have an enrollment of over 20,000 with a professional staff of about 1200. There are 29 school buildings in the city.

Hammond Technical and Vocational High School started a new \$2,000,000 addition in 1957 and additions to the Caldwell, Harding and Morton Schools were completed. This same year a \$4,000,000 expansion program was also completed for the Water Department. Traffic tensions in and out of downtown Hammond were eased by building a new causeway extending Sohl Avenue north across the Calumet River where it then joined Johnson Avenue on the north side.

The city acquired title to Wolf Lake Park in 1957, ending a lengthy legal battle over the role of the state in its acquisition.

Our fourth high school was completed when the new Donald C. Gavit School at 175th and Northcote was finished in 1960. A new Water Department office building was also finished the same year at 165th and Columbia Avenue.

A Goals and Facilities Study released in 1976 apparently brings to an end an era of school construction which began after World War II. The declining birth rate and lack of population growth is resulting in unused classrooms and proposals to close some schools only recently completed or remodeled.

FRUIT OF OUR LABOURS: 1961 - 1976

The Hammond census figure for 1960 was 111,698, a 27.5% increase over the 1950 figure. Optimism was in the air for the decade. John F. Kennedy was elected as our 35th president in 1961, the youngest president at age 43 since Theodore Roosevelt ascended to that office in 1901 at age 42 when McKinley was assassinated.

A new fire station in Robertsdale at 122nd Street was finished in 1961, continuing the city works program that had started shortly after the war. During 1962 and 1963 \$6,500,000 was spent on improvements in sewers in the central portion of Hammond and also in Hessville. This caused disruption of traffic in the central part of the city but marked a much needed improvement in an area that was still using the original sewer system.

There had been occasional efforts in the past to re-create the history of Hammond, mainly based on the monumental works of Timothy Ball of Crown Point but the material he had written was sparse. An embryonic historical society had failed in the early 1930's due to the Depression. But in 1960 a group of citizens founded the Hammond Historical Society, struck by the fact that our burgeoning city on the southern tip of Lake Michigan was without a definable past for the most part. Encouraged by the state historical society's executive secretary, Hubert Hawkins and also Walter Pickart, Sr. of the Gary Historical Society, the Society was started under the leadership of John F. Wilhelm, the first president. The net result is that 16 years later it has 235 members, a publication program that has attempted to open up the past to those who are seeking a thorough knowledge of it with the release of six books on Hammond's past and an expanded vision of exploring neighboring communities through tours held annually.

A collection of Hammondonia was started while the new Hammond Public Library main building was under construction in 1965 - 1966. Space was provided for this in the "Calumet Room", which is collecting pictures, manuscripts, old publications of early Hammond, newspapers and reference volumes that complement the collection. Formerly most of this material was thrown away but now it is actively sought. Scholars from around the Midwest are weekly making use of it under the direction of Florence Hammond Cleveland, curator in charge since its inception and a granddaughter of Thomas Hammond, our second mayor and early settler. The Society itself also publishes a Newsletter several times per year, relying upon its members to furnish the material.

In January of 1962 a fire broke out in the kitchen of the Brahos Restaurant, a popular grill next to the Calumet National Bank, gutting the seven businesses in the building and doing considerable smoke damage to the bank buildings on each side. The alertness of the fire department prevented what might have been a major conflagration. Owner Carl Kleihege erected a new single store on land that has been occupied by the Rosalee Apparel women's store since that date under the direction of Carl Rosenthal. The firm also has a branch store in the Woodmar Shopping Center. An additional portion of the land was sold to enable the Mercantile National Bank to erect its new building in 1966.

Individuals the world over were shocked when John F. Kennedy was assassinated in his 3rd year of office. Lyndon B. Johnson became our 36th president in his own right in 1964.

Overpasses for railroads had been discussed in Hammond since the 1880's but were at first blocked by Marcus Towle, who was fearful that the proposed elevated rail tracks would block progress in the new town. Through the years many new ideas had been submitted as the problem of the railroad crossings grew worse. Although the railroads were at first cooperative, they gradually grew to resist the various plans due to the cost. It was not until 1963 that the first street was elevated when Columbia Avenue was crossed by a new \$2 million overpass at the I.H.B. Railroad switching yards that produced a lessening of the traffic tensions aforementioned. The following year Columbia Avenue itself was extended from Gostlin Street north to 141st Street so that it would tie in to the Indiana Toll Road.

In 1964, continuing the public works improvements in Hammond, \$2,500,000 was spent to improve the sanitary sewer north of the Grand Calumet River and along Sheffield Avenue; at the same time \$1,700,000 was expended to improve the water distribution system.

Following the wave of what has been termed the "new Federalism" policy of the United States, discussions were started in 1959 at the city council level for an urban renewal policy just north of the Michigan Central tracks in downtown Hammond, bounded by the Grand Calumet River to the north and Hohman Avenue and Calumet Avenue as the east and west boundaries. In 1964 the actual plans and work were started under the Federal grant. Unfortunately, it is now clear that if an attempt had been made to enforce the city codes relating to housing, a great deal of the homes and apartments within the area could have been renovated. However, the edict was total destruction of all buildings and this took a period of several years.

Several viable businesses were within the Turner Park complex, as it was finally called, honoring Mr. A. M. Turner, donor of the original park site within this plot of land, and which is still held inviolate by the park board. Three of these businesses were the Nau Manufacturing Company, the Hammond Lumber Company and the Beckman Supply Company, all of which had been located in Hammond for 50 years or longer. There were also a score of smaller businesses but they were all taken over by the new Turner Park Commission. Interestingly enough, part of what was the old Indian cemetery now houses a new structure with housing for the elderly with some public housing to the east. Nothing was found when this area was dug out in the way of Indian artifacts, disappointingly enough.

There have been two high rise private buildings erected here and also a number of town houses but the Commission still holds title to well over 75% of the vacant land that was created with the annihilation policy. Unhappily, it appears to have been the history of the recent typical urban renewal projects across the United States: an incommensurate amount of money being spent for the results produced. The worst portion has been the human factor: the displacement of citizens that contributed more to the city than had been realized, socially, economically and spiritually. A new governmental policy has now arisen to enable home owners in deteriorated areas to borrow money at low rates of interest and to restore their properties. It is hoped that the new program will show immediate and long-lasting results that the former one has not.

On November 4, 1976 the Hammond Saengerbund Fidelia celebrated its 90th birthday. Organized in 1886 as an all-male social club for Germans of the north side, as the Saengerbund, it affiliated with the Fidelia group in 1908. In 1936 they became a mixed male and female chorus. During the years they have had an active program, ranging from sausage feasts to Christmas parties for the children. Their picnics were normally held in the two groves in north Hammond -- Kindel's on Lake George at Sheffield Avenue and Gruener's further south on Sheffield at what is now Douglas Park. Formerly they had their own hall at the old church building on Indiana Avenue at Sohl until urban renewal destroyed it; prior to that time they met in Long's Hall on State Street or Huehn's Hall on Logan and Hohman, now also absorbed into the Turner Park area. Presently they meet in the American Legion Hall in Calumet City, formerly the old Hammond Country Club. Max Behrens is the president and Ernst Fischer the treasurer. Mr. Fischer has 52 years of consecutive membership. Ages now range from 17 to 87, not all of German origin. Frank Lichtenstein is the director. They have the longest consecutive history of any purely social group in the city.

The year 1964 also saw a \$1,000,000 contract for a new postoffice at the corner of Sohl and Douglas Streets on the former Erie repair tracks of the switching yards, next door to a new shopping center. The new Morton High School at 169th Street and Grand Avenue was also started, a \$7 million structure. In 1965 the city purchased Lute's Garage, opposite the city hall and Hammond High School on Calumet Avenue at Lyons Street, to house and repair city vehicles. At the same time new 60" water mains were added from the filtration plant to Huehn Street on the north side and new sewers installed on Sheffield Avenue, widening and repaving the latter also. This latter completed a 31 mile project of blacktopping city streets. A new viaduct was also completed over Cline Avenue at 169th Street, a badly needed project at the far eastern edge of our city.

These were the years for heavy construction in the city as a whole. The new Howard Branch Library was dedicated at Grand Avenue and 171st Street, named after James A. Howard, librarian from 1929 to 1954. Mrs. Orville Umbaugh, past president of the board, presided at the 1965 ceremonies. This branch is the last to be added and has been the scene of the International Fair under the direction of Librarian Harriet Pinkerton for the past four years. These are held in early September the past four years and have attracted crowds estimated up to 25,000 during the two-day celebrations of festivity aimed at uniting all ethnic groups in our mighty Calumet Area mixing bowl. Ethnic foods, booths, entertainment and a cultural atmosphere generally are featured during these events.

The library board also purchased the land formerly occupied by the old State Theater near Sohl, between State and Sibley Streets at this same time and dedicated the new main library structure on October 24, 1966 with Dr. Preston Bradley of Chicago as the main speaker. Florence E. Allman and Edward Hayward, co-authors of the history of the Hammond Public Library published that year, exulted in their final paragraph over the two modern new buildings, Howard and Main, stating.... *"the Hammond Public Library embarked upon a new era of service to the citizens of Hammond."* Which has proven true far beyond their prophecy. The Board has recently voted to make attempts to add a third floor to the Main building, now strained to the limits after only 10 years of full use.

Dr. E. S. Jones, M.D., late dean of doctors in Hammond, presented a paper before the Hammond Historical Society in November of 1965 on "My 50 Years of Medicine in Hammond" and stated at the end that the hospital was then in the process of building a new addition at the east end of St. Margaret

Hospital at that time that would increase the bed capacity to approximately 500 beds, especially citing the pediatric department as *"one of the finest in the country"*. He also stated that, *"we shall be able to do anything that any other hospital in the U.S. can do and patients will not have to go out of Hammond, Indiana in order to get better service"*. He recollected that the staff had increased from 25 to over 150 doctors in his time, bed capacity had been increased 5 times while the population of Hammond had risen 4.3 times. At that time the yearly payroll for the hospital was over \$2 million.

The Champ Carry Technical Center of the Pullman-Standard Research Department was officially opened in September of 1966. Mr. Carry had been president of the Company when it was started in 1946, and his creative leadership had set up this important laboratory that has since pioneered in the major developments in freight car design and technology. These improvements have been used around the whole world. Hammond as a center of the car building industry was a natural choice in which to place the Center.

A Community Appraisal was launched by the Hammond Chamber of Commerce in 1968 under the direction of President J. F. Kutak. Some 3,000 replies were returned from a questionnaire prepared by Dr. Richard Draper of Purdue University, assisted by John E. Hicks, business manager of Honeywell and Mrs. Crystal Redden. The 10 most appreciated items were fire protection, water supply and quality, banking facilities, variety and quality of goods in local stores, calibre of teachers and instructors in schools, library facilities, friendly people, garbage collection and service in stores. The nine items most complained about were lack of programs for teen-agers, tax rates, graft and corruption, gambling and vice, long-range planning, ability to attract new industry, downtown parking, tax assessment practices and the operating budgets of the public schools.

Another natural disaster struck Hammond with a 26-inch blizzard that lasted for 37 hours, starting early in the morning of January 26, 1967. Two additional -- but lesser -- storms followed during the next 10 days and paralyzed not only Hammond but all of Chicagoland for almost three weeks, off and on. The last remnants of formerly huge piles of snow lasted until late May.

Hammond High School suffered a bad fire in December of 1967. The eastern edge suffered the most direct damage and makeshift arrangements were made for temporary repairs. The students attended at staggered hours and some were shifted to the Technical High School one block distant. During the summer of 1968 most of the temporary repairs were completed

but the school board then remodeled the entire interior and exterior at an estimated \$7 million cost, replacing the old gymnasium with a new one of standard size and enlarging the parking by shifting the football field to the west.

Richard M. Nixon became our 37th President in 1968. Re-elected in 1972, he resigned in 1974 and our first non-elected President, Gerald Ford, became the 38th President.

On January 6, 1970 the last passenger train ceased to run in Hammond when the Erie Railroad stopped on the final run into Chicago to pick up 10 passengers at the small station on Lyman near Ogden Street. 119 years of inter-city service with Hammond as the final stop on the westward journey were ended when it pulled out for Chicago at 2:55 p.m. 57 minutes late to be sure, but the Erie was long regarded as slow or late by Hammondites. The station at the time was closed due to illness of the agent. The two-unit diesel pulled a baggage car and two passenger cars -- both filled. The last load of mail was handed to the conductor.

"Then the train was gone," the reporter for the Times wrote.

In 1910 Hammond had 50 trains per day running both into and out of Chicago into our city. The electric inter-urban train, the Chicago, South Shore and South Bend, still continues to run but has threatened to stop all service in December of 1976 due to the rundown equipment and lack of subsidy money needed for repairs. This is the last interurban train in the United States.

It is altogether fitting that in this final chapter the cemeteries of Hammond should be mentioned. Strangely enough, although their combined interments appear to match the present living population of Hammond, little is known of their origins because of the failure of their founders, as has been true of most of Hammond's early settlers, to write down the facts while there was yet time.

The Hammond Historical Society has chosen as their motto *"When We Were Young We Did Not Ask Any Questions -- And When We Were Old There Was No One Left To Answer Our Questions"*. The Society has discovered but few letters regarding the origins and these were mainly of a business nature. Two diaries have been found, one that of David Nason, carpenter, house-mover and G. H. Hammond Packing Company laborer. In the year of 1888 he faithfully and painfully recorded his life and that of his fellow citizens for a full year. George Washington Clark, the land speculator of our area in the 1850's and 1860's made many good observations in his diary as to the Region also.

Mr. Clark was, however, a citizen of Chicago at the time, and our population was less than 25 individuals. Copies of both these diaries are in the Calumet Room of the Hammond Public Library.

Oak Hill Cemetery is the oldest of the group and contains the remains of nearly all of the early settlers. Prior to its founding in 1886 burials were made in Blue Island and Thornton. The first burial has not been established here because some individuals were later transferred into the cemetery after its founding. Marcus Towle was the founder and it remained in the Towle family until the death of his son in 1965. The 20-acre tract was assembled when the original St. Joseph Cemetery moved to the east in the early part of this century and gave up the northwest corner of Kenwood and Hohman Avenue. Later a subdivision of small cottages in the northeast end were moved to "square off" that area. Its final boundaries were reached when 165th Street was later widened so that it could be extended east of the Monon Railroad tracks. Many of the bodies that were in the street were then moved into the cemetery. There are still several thousand graves available in it.

The bulk of the cemeteries lie between 167th and 169th Streets to the north and south and between Southeastern Avenue and Northcote on the west and east sides. This area appears to have been dedicated as Greenwood Cemetery as early as 1890 but in the early 'twenties W. C. Belman and Murray Turner surrendered their interests in Oak Hill Cemetery and acquired this land, changing the name to Elmwood. It is regarded as the largest and most active cemetery in the city today, located along the east side of Southeastern Avenue, between 167th and 169th Streets.

Adjacent to it is St. John Cemetery, followed by St. Joseph Cemetery. Both of these tracts run from 167th to 169th. At the northeast end of the latter is Kneseth Israel, comprising 2.219 acres and at the southeast end is St. Michael's Polish Catholic Cemetery, 7.761 acres.

St. Joseph has a total of 21 acres, 10 of which are undeveloped. St. John has 10 acres plus a newer section on the north side of 167th Street with an additional 10 acres.

East of the undeveloped tract of 10 acres are three additional cemeteries. At the northeastern edge of this "Cemetery Row" lies St. Nicholas Cemetery, 3.33 acres. South of it is Resurrection Cemetery, 1.672 acres and at the southeastern edge is the First American Orthodox Greek Catholic Holy Ghost Church of East Chicago, 4.998 acres. These latter three all front on Northcote Avenue, running from 167th to 169th.

Hessville has three cemeteries. St. Mary's Greek Catholic Cemetery is a 5 acre tract at the northwest corner of Kennedy and 169th Street. One block east, along 169th Street, are the next two. Just east of the Nickel Plate Railroad is the old Hessville Cemetery, now run by North Township, 1.05 acres. Early Hessville residents are interred here. Adjacent to it going east along 169th Street is the Lake County Potter field cemetery, 6.5 acres.

Concordia Cemetery was founded in 1903 when seven Lutheran congregations grouped together and purchased the land at the southeastern corner of Calumet Avenue and old Ridge Road, just south of 165th Street. It has 30.871 acres. Concordia is a semi-private cemetery, not necessarily restricted to members of the Lutheran faith. Oak Hill and Elmwood are both public, non-sectarian cemeteries. This gives us a total of 13 cemeteries if the missing Indian cemetery be included.

The Hammond Economic Development Commission was set up in December of 1972 to facilitate a program of financing between the community and industry to aid in economic growth and development in our city under a new state law that Mayor Joseph Klen invoked to encourage new industry to locate here and to aid those already located here. The Commission has already initiated a number of bond issues at lower than average rates to a number of users, recently aiding the LaSalle Steel Company in the purchase of an additional plant and American Oil Company to set up special pollution abatement equipment in water treatment. Edward Repay is currently the president of the Commission and D. N. Nau, Dan Rabin, Warren Reeder and Alex Miklusak are the other members of the group.

Since the Hammond Chamber of Commerce was organized in 1912, one of the items on its first agenda was to "do something about the railroads." In 1972 Mr. John Nicoloff, president of the Chamber, appointed George L. Bocken, prominent mortician from Hessville, to head a Blue Ribbon committee to bring the 1912 resolution to fruition.

For the first time most of the railroads cooperated and aid was sought from the Federal Government. Congressman Ray J. Madden, head of the powerful Rules Committee in Congress, was instrumental in obtaining special help to work out a new plan to which most of the railroads involved were responsive. Special funds for a study were finally obtained as was a grant for the actual work. Some of the railroads are under government control now, the Erie Railroad having given up its yards in Hammond in 1976 to operate under the Conrail System. The study is about to commence and it is hoped that a program will be produced that will solve our 95 year old problem.

The very first schoolhouse in Hammond was built in Hessville in 1869 and was "rediscovered" by the Hammond Historical Society in 1972 when a routine oral history interview was being conducted with the late Fred Dedelow, one of the oldest citizens of Hessville and a former student at the school.

"The Little Red Schoolhouse" as it is now known, was then occupied as a residence at the corner of 169th just west of Kennedy Avenue. The local citizens then formed the Hessville Historical Society and, overcoming tremendous odds, undertook to move the building some 4 blocks south on Kennedy Avenue and set it up in the western edge of Hessville Park. Volunteers made it possible to do this, the moving being done by the Vic Kirsch Construction Company and 55 other organizations, mainly labor and social groups. It became one of the Bicentennial Commission projects and when finally moved and set up, was the celebration around which the Bicentennial was celebrated on July 2nd and 3rd of this year in Hessville Park. John Bowlby was the project chairman but Mr. V. E. Iliff of Hessville, retired railroader, devoted almost two full years of his life to supervising and laboring at it.

"Now the children of Hammond and environs can see what it was like to attend school 107 years ago," Mr. Bowlby proclaimed at the dedication ceremonies. Some of the original furniture has been found as well as the old bell and it is open for viewing.

The population of Hammond in 1970 was 107,983, a negative growth of — .967%. This was the first time that Hammond had ever lost population since the first census of 1880 and can well be accounted for in the urban renewal work in Turner Park and the lack of land in large quantities on which to build any longer. We were now a mature city with boundaries that appear to be permanent for the future.

Our 17th mayor took office on January 1, 1976, the beginning of our Bicentennial Year. This was Edward J. Raskosky, the first attorney to be elected in 46 years. Norbert Gaylor was appointed fire chief to head the 194 members of the department; Robert Hickman, assistant fire chief, reports 7 fire stations are now in operation with one more due to start shortly. Frank Dupey assumed the position of police chief over the 200 individuals on his staff. George Carlson is president of the city council, John Stanish is city attorney and Thomas Conley is city engineer.

And on November 2, 1976, James E. Carter became the 39th man to be elected to the Presidency of the United States during our 187 years under the Constitution.

EPILOGUE

And what of the future?

Hammond has been a political entity for 93 years. It has been on the move toward this substantiality ever since 1830, when Ernst and Caroline Hohman first set their feet on the banks of the Grand Calumet River and agreed to let this portion of the earth become their home. 26 years later, the United States, although as yet not fully formed, celebrated its 100th birthday in 1876. The citizens of Hammond, few in number that year, possibly did not pay heed to the event, working long and hard hours to create a semblance to the civilized areas from whence they had come.

In 1916 they joined in to observe Indiana's 100th birthday, in 1951 that of Hammond's own full century of existence. From 1960 to 1965 came the Cententennial of the Civil War and Indiana's Sesquicentennial in 1966. Hammond has lived through these periods as milestones along the road wherewith to examine itself.

As 1976 and the Bicentennial of the United States is an accomplished fact, so Hammond must once more look to the future.

And that future lies in the leadership of the community. Only those who love the city and place their faith and their talents to settle here permanently will be able to decide what its future will be. We are a broad mixture of ethnic cultures, all living together and succeeding fairly well without the "urbanic madness" that has characterized so many large cities of the past few years. We are well sold on the philosophy that private initiative is the mainspring of a free society and that individuals must be responsible for their own growth in knowledge and strength of character.

To avoid being overwhelmed by the mere passing scene, we as individuals need to see our part of the world in perspective -- to understand it in terms of what has gone before. The object of this history is to see the need of each citizen and his link with both the past and the future.

There are many whose names do not appear herein and it is to these citizens of Hammond that we dedicate this history. They are quiet, unassuming hard working people who get up each day and go about their business of raising a family and educating them. They belong to a variety of social institutions that help to aid their needy brethren. They cheerfully support their churches -- bastions of righteousness for God

and country. They help the community by contributing time and effort to help solve some of our many local problems so that our city may be healthy and progressive.

It may be noticed in this work that the seamier side of life in Hammond has received scant attention; the scandals, the murders, the inevitable sins of mankind have largely been ignored. They contributed nothing to Hammond's future. True, some items have been overlooked that should be here but space is short and time is precious so we can but apologize for these deficiencies.

"The world," claims author Bruce Catton, "has always been in a state of crisis." This is the record of a small portion of the world that has so far surmounted the crucial times and it is to them that we leave the words of Rudyard Kipling --



All we have of freedom
All we use and know
This our fathers
bought for us
Long, long ago

God of our Nation
Spare us yet
Lest we forget
Lest we forget

WAR

November 5, 1976

HAMMOND CIVIC, CULTURAL AND RECREATIONAL ORGANIZATIONS
1976

Adult Recreation Bank of Hammond
Altrusa Club of Hammond, Indiana, Inc.
American Association of Retired Persons, Hammond Chapter 2411
American Association of University Women
American Association of University Women Calumet Area Branch
American Business Women's Association Hammond Charter Chapter
American Legion Auxiliary, Unit 80, Hammond
American Legion, General John J. Pershing Post 7 Unit 428
American Legion of Hammond, Post 16
Beta Gamma Upsilon Sorority, Alpha Gamma Chapter
Beta Sigma Phi, Preceptio Epsilon
Beta Sigma Phi Sorority, Alpha Pi Chapter
Beta Sigma Phi, Xi Beta Theta Chapter
Bishop Noll Institute
Brooks House of Christian Service, Inc.
Business and Professional Women's Club of Hammond
Calumet Area Handwriting Analysts
Calumet Area Solo Club
Calumet Business and Professional Women's Club
Calumet Goodwill Industries Auxiliary
Calumet Stamp Club
Calumet Women's Alliance
Calumet Transactional Analysis Study Group
Civic Theatre of the Calumet Region, Inc.
Committee to Combat Huntington's Disease, N.W. Indiana Chapter

Community Club, Inc. of Hammond
Council on Aging of Lake County, Inc.
Daughters of Penelope Pleiades, Hammond
Daughters of the American Revolution Timothy Ball Chapter
Daughters of the Union Veterans of the Civil War, 1861-1865
Elizabeth Hodson Tent #41
Delta Kappa Gamma, Sigma Chapter
Delta Sigma Kappa Sorority, Nu Chapter
Disabled American Veterans Hammond Chapter #17
Edison Homemakers Club
Educational Advantages Realized Through Hobbies (E.A.R.T.H.)
Fraternal Order of Police Auxiliary, Hammond Lodge 51
First African Violet Society of Hammond
F.O.P. Hammond Lodge #51
Franklin D. Roosevelt Club of Hammond
Free and Accepted Masons McKinley Lodge #712
Guys & Dolls Square Dance Club
Gardening Club of North Hammond
Garfield Lodge #569 - F & AM
German-American National Congress (D.A.N.K.)
3-H Camera Club
Hammond Alumnae Panhellenic
Hammond Association for Talented Children
Hammond Bar Association
Hammond Central Lions
Hammond Chess Club
Hammond Chamber of Commerce

Hammond City Panhellenic
Hammond Community Concert Association
Hammond Council of Parent Teacher Associations
Hammond Exchange Club
Hammond Historical Society
Hammond Hot Line
Hammond Intermediate Woman's Club
Hammond Jaycees
Hammond Jayshees
Hammond Ministerial Association
Hammond Navy Mother's Club #148
Hammond Women's Bureau
Hammond Woman's Club
Hammond Women's Recreational Volleyball League
Hammond-Woodmar Lions Club
Hammond Young Democrats
Happy Squares Square Dance Club
Hessville Historical Society
Hessville Lady Lions Club
Hessville Pioneers
Hessville VIP's
Hessville Woman's Club
Hoosier Able-Disabled Club
Humane Society Calumet Area, Inc.
Illiana Lucky Wheels Motorcycle Club
Indian Brotherhood Council, Inc.
Junior Association of St. Margaret's Hospital

Kiwanis Club of Hammond
Knights of Columbus
Lacare' Art League
Ladies Oriental Shrine of North America, Inc., Awalim Court 9
of Hammond
Lake Central Minority Writers' Association
Latin American Society of Hammond
Laura Passmore Guild Federated Club
League of Women Voters of Hammond Area
Magic Club of Hammond
Mayflower Home for Teenage Girls
MENSA
National Association for the Advancement of Colored People,
Hammond Chapter
National Association of Retired & Veteran Railway Employees, Inc.
National Secretaries Association, Skyway Chapter
Northern Indiana Arts Association
Northwest Indiana Home Health Services
Optimist Club of Hammond
Order of Eastern Star, Abbie Hanson Chapter 578
Order of Eastern Star, Northern Light Chapter 52
Organization of Newspaper Employees
Pearl Harbor Survivors Association
P.E.O. Sisterhood, Chapter AP
P.E.O. Sisterhood, Chapter BH
Philippine Professionals Association
Philosophers Senior Citizen Club
Pi Beta Phi Alumnae Club of Hammond
Pi Epsilon Kappa Sorority, Alpha Province

Pi Epsilon Kappa Sorority, Beta Delta Chapter
Pi Epsilon Kappa Sorority, Beta Theta Chapter
Pi Epsilon Kappa Sorority, Iota Chapter
Pi Epsilon Kappa Sorority, Phi Chapter
Pi Epsilon Kappa Sorority Province Board
Sigma Beta Sorority, Delta Theta Chapter
Sigma Kappa Sorority Alumnae Chapter
Pi Sigma Phi Sorority, Alpha Upsilon Chapter
Polish National Alliance of American District III
Rebekah Lodge, Dorcas Chapter 263
Retarded Adult Manufacturing Company (RAMCO)
Robertsdale Senior Citizens Group
Robertsdale Women's Club
Rotary Club of Hammond
Royal Neighbors of America, Liberty Camp 8487
Single Over 40 Club
St. Margaret's Hospital Guild
Tabitha Calyx Federated Club
The 76'ers
The Lake County Poetry Club
Theta Phi Alpha Sorority Alumnae Association
TOPS Take Off Pounds Sensibly, Hammond Chapter 717
United Health Program-Calumet Area
Veterans of Foreign Wars, #7881
Veterans of Foreign Wars, #7881 Auxiliary
Veterans of Foreign Wars, Edward H. Larsen Post 802

Veterans of Foreign Wars, Edward H. Larsen Post 802 Auxiliary
Veterans of Foreign Wars, General W. G. Haan Post
Veterans of Foreign Wars, General W. G. Haan Post Auxiliary
Veterans of W.W. I, Baracks #737, American Legion, Post #16
Whiting-Robertsdale Kiwanis Club, Inc.
Whiting-Robertsdale Salvation Army Service Unit
Whiting Women's Club
Woman Alive!
Woman's Club of Hammond, Woodmar Chapter
Woodmar-Hammond Kiwanis Club
Woodmar Shopping Center Merchants Council
YMCA Ladies Club
YMCA Men's Retirement Club
YMCA of the Hammond Area, Inc.

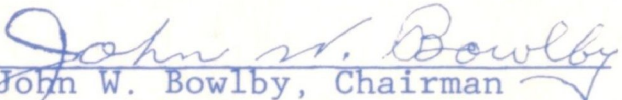


"Little Red Schoolhouse"

IN SPECIAL APPRECIATION

Northern Indiana Public Service Company
Hoosier State Bank of Indiana
Mercantile National Bank of Indiana
Calumet National Bank
Rand McNally & Company

Eleventh hour contributions or assistance by these civic spirited companies made possible the financial arrangements needed for the printing and distribution of this book so that all proceeds from its sale may be used for the Bicentennial Scholarship Fund.


John W. Bowlby, Chairman
Hammond Indiana Community
American Revolution Bicentennial
Committee

